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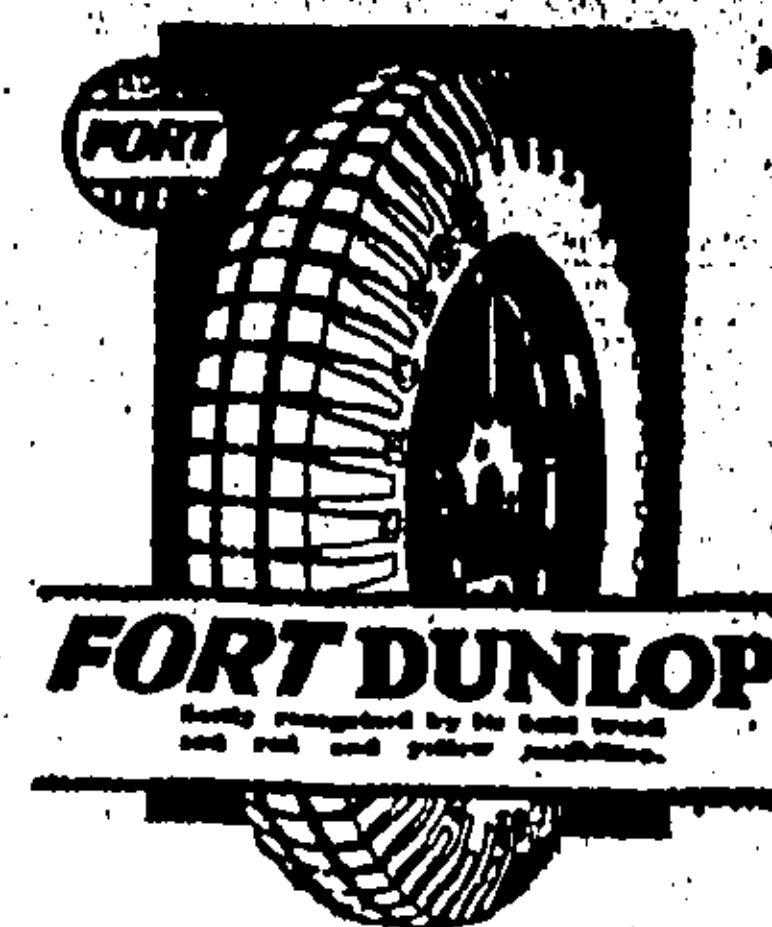
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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號一十月四英港香 SATURDAY, APRIL 11, 1931. 日四廿月二

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High Water:

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LOCAL BRANCH.

Poster Bldg.

NINE DAYS WONDER AIR TRIP.

SIX-FOOT PILOT'S RECORD.

LYMPNE TO PORT DARWIN.

SPLENDID FEAT.

London, Apr. 10.
Mr. Charles William Anderson Scott, late of the Royal Air Force, completed his spectacular flight from Lympe to Port Darwin (England to Australia) setting up a new record of 9 days, 3 hours, compared with Kingsford Smith's 9 days, 21 hours, and Hinkler's fifteen and a half days.

When Hinkler completed his trail-blazing solo flight to Australia, his time was accepted as a remarkable achievement, and the Australian airman became a popular hero. Scott has cut his time almost in half, setting a formidable mark for future record-breakers to aim at.

A wildly cheering crowd greeted him as he climbed out of the cockpit at Port Darwin, discharging to him "friends" among the assembly that he had hardly had a wink of sleep for ten days. He carried a black gullwing doll, belonging to his daughter, which he had adopted as his mascot, wherever he went.

Press Comment.

Since April 1st he has flown with in a few days his pre-arranged schedule, and this evening's papers comment on his time display of physique and morale, besides the carefully laid plans, which this implies.

Kingsford Smith has expressed his pleasure that Mr. Scott has set up the new record, which was made with an engine of the same type as used by the more famous airman. It behaved perfectly throughout.

Premier's Message.

Many other messages of congratulation have been received by the airman, including one from Lord Amulree, the Secretary for Air, on behalf of the Air Council, and one from the Prime Minister, Mr. Ramsay MacDonald who said: "Delighted to hear of safe arrival and congratulate you on a wonderful achievement."

Mr. Scott and his little daughter, who are staying near London, were overjoyed by to-day's news after many days of anxious strain.

The stages of Mr. Scott's route, which was carried out almost exactly to schedule, were:

	Miles
Apr. 1.—Lympe-Belgrade	1,238
2.—Sofia-Aleppo	999
3.—Aleppo-Bushire	989
4.—Bushire-Karachi	1,169
5.—Karachi-Allahabad	959
6.—Allahabad-Rangoon	1,240
7.—Rangoon-Singapore	1,320
8.—Singapore-Sourabaya	1,520
9.—Bima-Port Darwin	969

(Total, 9 days, 3 hrs.) 10,368

Re-fuelling depots were laid down at twenty-one places in the course of the flight.

Born in London.

The airman was flying a 120 h.p. Gipsy Moth in which four extra petrol tanks had been installed, giving a total capacity of 101 gallons, and a flying range of 1,480 miles.

Mr. Scott flew the whole journey in breeches, shirt and coat, carrying no spare clothing of any description. His machine has a cruising speed of 92 miles an hour, and a maximum speed of 108 miles an hour.

The airman is normally engaged in piloting commercial aircraft in Queensland. He is 28 years of age, and a native of London, being educated at Westminster School. He went to England to purchase a light

(Continued on Page 13.)

Jewel Theft on Takada.

Cabin Rifled By Unknown.

\$10,000 LOSS.

Nearly \$10,000 worth of jewellery was the extent of the loss sustained by Mr. E. F. Campbell, a passenger on the s.s. Takada, as the result of a theft committed in his cabin yesterday.

Mr. Campbell is a through passenger from Calcutta to Shanghai. The theft, according to a report received by the police, occurred while the Takada was in harbour last night.

An unknown person is supposed to have entered Mr. Campbell's cabin during the absence of the occupant and to have taken the jewellery from a suitcase.

The police who have been notified of the robbery, are making enquiries.

On Thursday, according to another report received by the police, Mr. Harwood, who is second officer of the ship, was similarly victimized, monies to the extent of \$30 being stolen by an unknown marauder from his cabin.

ECHO OF BORDER TRAGEDY.

ARMS GRILLES FOR POLICE STATIONS IN N.T.

TENDERS INVITED.

The Government to-day invites tenders for the construction of Arms Grilles to nine police stations in the New Territories, apparently as an echo of the shocking affair at Lokmachi in July last when an Indian constable ran amok, murdering the wife of a European sergeant and committing suicide after also killing P.C. 109.

The affair will be remembered as one of the most sensational in the annals of the Hongkong Police. A protracted enquiry was held and the jury found that there had been a lack of initiative in handling the situation by the Indian police on duty at the isolated Border station, and that there was undue delay in entering the station after reinforcements had arrived.

The jury recommended that a European officer should always be present at outlying stations, even if this involved augmentation of the European staff. No recommendation was made regarding the provision of arms grilles, though the evidence regarding the control of arms was not entirely satisfactory. The authorities have, however, considered this step to be necessary. Tenders will be received at the Colonial Secretary's Office until noon of Monday, April 20.

BUS COLLIDES WITH TRUCK.

WARDER INJURED BY GLASS SPLINTERS.

Mr. Falla, a warder at Laichikok Prison, was injured when a motor bus in which he was proceeding on the Chuenghawan Road yesterday morning collided with an earth truck.

The bus at the time was proceeding to Tsim Sha Tsui, when the mishap occurred. It is alleged that the barrier guarding the light railway line at Chuenghawan was raised when the bus approached the spot, a fact which is said to have induced the driver to proceed.

In the collision which followed as a fully loaded earth truck appeared and ran into the bus, considerable damage was caused to the rear front side of the bus. The impact shattered the glass windows, and Mr. Falla, who was seated in front, was struck by flying glass splinters. He, however, received only slight cuts. A report has been made to the police.

AN ANTI-JAPANESE NEW YORK DEMONSTRATION.

COMMUNIST KNOCKED DOWN BY POLICEMAN.

ROYAL PAIR ARRIVE.

New York, Apr. 10.
In spite of rigorous police precautions—extra guards were assigned to protect the Royal couple in view of rumours of a proposed Communist demonstration—a crowd of Communists made a scene on the arrival of the Japanese Prince Takamatsu and Princess Takamatsu from England to-day.

The cause of the trouble was evidently the shooting of the Soviet Commercial Attaché in Tokyo some little time back as the Communist demonstrators occupied most of their time in persistently shouting: "Down with the Japanese murderers!" and "Down with the Japanese hunkam!"

One of the most violent of the demonstrators, who tried to force his way through the police cordon

EXTRALITY DEADLOCK FEARED.

POWERS' ATTITUDE DISLIKED BY NANKING.

SOME OBSTACLES.

Nanking, Apr. 10.
In the course of his statement to Chinese pressmen on the extrality question, Dr. C. T. Wang said some of the Powers were maintaining a stubborn attitude, and unless they made some concessions, a deadlock would result.

The British Government were, said Dr. Wang, insisting that extrality should be retained at Shanghai, while the majority of the other Powers desired regional and gradual abolition. These demands were opposed to the policy of the Nanking Government.

Dr. Wang added that the insistence of the Powers on a reform of China's judicial system before consenting to abolition of extrality might make further negotiations abortive.

CERMAK WIELDS A BROOM.

THREE THOUSAND MEN DISMISSED.

Chicago, Apr. 10.
"Tony" Cermark, the new Mayor of Chicago, is vigorously wielding the broom, bestowed upon him by the city mandate.

He has already swept out three thousand persons from the administration appointed by Big Bill Thompson, his predecessor, including many heads of departments in the Municipality.

"Spills to the victor" is a recognised slogan of American politics, so that the dismissals have caused no surprise.—*Reuter's American Service.*

KING CONTINUES TO IMPROVE.

London, Apr. 10.
It was stated at Windsor Castle to-day that the King's condition continues to improve.

For the first time this week, Lord Dawson of Penn did not visit His Majesty, who, however, was seen by the laryngologist, Sir Milson Rees and Dr. Marilyn of Windsor.

As a precautionary measure, the King is keeping to his room for the next few days. It is not decided whether he will carry out his proposed visit to Newmarket Races at the end of the month.—*British Wireless.*

\$40,000 Opium Seizure.

Tank Flooded Before Discovery.

THREE ARRESTS.

A big seizure of opium was made by Revenue Officers yesterday on the s.s. Kong Pong, a Chinese coastal steamer, on arrival from Swatow.

The exact extent of the haul has yet to be checked, but, according to a preliminary estimate, it is believed to be over 3,000 taels, and, in the prepared state in which it was found, to exceed over \$40,000 in value.

Revenue Officers speak of a laborious search made on the appearance of the ship in the harbour yesterday, this eventually resulting in the location of the big cache in water tanks underneath the boiler.

While the search was in progress, the particular section of the tank in which the opium was secreted was, it is alleged, deliberately flooded with water, but the opium was retrieved. It was, however, in a state which will probably make the task of the Analyst much more difficult than normally.

Three members of the engine staff, all Chinese including the third engineer, who were in that compartment of the ship at the time, were taken into custody. They made their first appearance before Mr. Schofield at the Central Magistracy this morning.

Two of the accused admitted knowledge of the contraband and were remanded to another date. The third man, the third engineer, was discharged, after a plea of not guilty was returned on his behalf by Mr. Horace Lo and after the prosecuting Revenue Officer had withdrawn the charge in his case.

CHOLERA THREAT IN SHANGHAI.

PROPAGANDA CAMPAIGN COMMENCING.

WIDE CO-OPERATION. (Our Own Correspondent.)

Shanghai, Apr. 11.
An educational programme for the prevention of cholera in which the three Shanghai areas, the International Settlement, the French Concession and Greater Shanghai, will co-operate, was outlined yesterday afternoon at a cholera control conference.

Dr. Peters, the advisor to the National Health Bureau in Nanking, was elected chairman.

The committee which was set up will prepare pamphlets and will consider arrangements for a moving picture programme for propaganda purposes, and in educating the public to take preventive measures.

It is notable that between July and October, 1929, 308,929 persons were inoculated against cholera in Greater Shanghai. Over 700 suspicious cases were found, of which 128 were confirmed.

Since the beginning of 1931, there have been 87 cases, and 12 have died. The fatality rate was 13.8 per cent.

In the International Settlement in 1930, 46 cases were suspected, 21 were confirmed and 5 deaths occurred. In the French Concession, there were 16 suspected cases, of which eight were confirmed, with one death.

PRINCE OF WALES RETURNING.

SPECIAL WIRELESS APPARATUS ON LINER.

London, Apr. 10.
The Prince of Wales' South America tour, on which he has been accompanied by Prince George, concludes at the week-end when they sail for Lisbon in the liner Arlanza.

The special short-wave wireless apparatus by which the Princes have kept in touch with Home on their outward journey on the liner Oropesa has proved so useful and worked so well that a similar wireless outfit will be provided on the Arlanza.—*British Wireless.*

THIS VOLUNTEER RACKET.

SPIRITED REPLIES TO LAI TEE.

VIEWS OF MEMBER OF THE CORPS.

MEDAL SUGGESTED.

As was perhaps to be expected Lai Tee's vigorous criticism of the aims and purposes of the Hongkong Volunteer Defence Corps has evoked some spirited replies.

Below will be found two letters on the subject from correspondents who do not share Lai Tee's views:

Sir.—Your correspondent "Lai Tee" puts his own case very well. May I, as a Volunteer, be allowed to put mine? The authorities responsible for the government of this Colony deem it wise and necessary to have a Volunteer Corps, and they ask that all able civilians should join up and undergo just a little training in order to be fitted and organised for use in case of need.

Whether or not that decision is the best one, and whether or not the work and training I am asked to do is what I personally consider to be the most valuable, are questions that I prefer to leave unanswered. If I were the Government of this Colony my answer might then be of some interest, but as I am only a resident, I think my duty is to support the authorities rather than to refuse and then proceed to justify my refusal by argument. All is not perfect either in this Colony or the Volunteer Corps, but I think it is better to co-operate than stand aloof, better to be trained in an indifferent way than not at all, better to make a show of British unity than of differences, and better modestly to take one's place in the scheme of things as they are than to stand outside and air superior knowledge.—Yours, etc., M. G.

Another Rejoinder.

Sir.—I have read with interest Mr. Lai Tee's rather long-winded explanation of his reasons for his attitude toward the local Volunteer Corps.

It is apparent that your correspondent has little or no knowledge of conditions of service in the Volunteer Corps, and although he talks glibly of holocausts, cannon fodder, commissioned rank etc., it is evident that he knows little and appreciates less of the significance of modern warfare and the training required to cope with it.

Mr. Lai Tee asserts that in five days, any normal sergeant-major can knock as much into the average man's head as the Volunteers Corps could in five years—a statement full of sound and fury, and signifying nothing. Your correspondent, although he disclaims it, has surely graduated with honours for the Methuselah class, and rather than broadcast his reasons for not joining the Volunteer Corps, he might employ his time more profitably in dictating to whoever cares to listen on the use of the bow and arrow, or the value of a sling and chucky stones against a tank attack.

The day of the bellowing sergeant-major has passed, as Mr. Lai Tee ought to know, and I am prepared to challenge him to learn the mechanism of a Vickers gun and how to bring his section of guns into action, all in the course of five days.

In conclusion, I wish to congratulate Mr. Lai Tee on his arrogance in presuming that his rapid utterance has helped in any way to blow up an ephemeral bogey. Surely someone should recommend him for special mention, or even a medal; let us pin to his breast the order of the Gard du Nord with two bars, both closed.—Yours etc.

Puff Puff.

P.S.—I am sure members of the Volunteer Corps appreciate Mr. Lai Tee's congratulations on their turn-out on the occasion of the Annual Inspection—afterthoughts so pleasantly expressed and always so acceptable.

The silk forwarded from Hongkong by the Empress of Russia on the 18th March arrived in New York (8th John's Park) and Hoboken on the 8th April, having been 21 days in transit.

Bulls and Innings

From the Office Butts.

It may seem a bit paradoxical, but many local firms of contractors are expanding.

If some motor-cars could speak, they'd say "you're driving me crazy."

Lots of husbands are treasures to their wives, and lots of others merely treasuries.

A man named Rocket was recently charged at the Singapore Police Court. Appropriately enough, he asked to be let off.

Revised Proverb:—A nod is as good as a bid to an auctioneer.

New Definition:—A parking-place is where you leave your car to have its tail-light knocked off.

A member of the British Economic Mission returning Home from the East has denied a story that there are mills in China where cotton is grown at the back door and shirts carried out at the front door. None the less, there are establishments where a collar goes in as a collar but comes out as a mere rag.

This theory of doing a job yourself to get it well done doesn't apply to hair-cutting.

Some of these brokers who are keen on new issues might be described as fresh share fends.

About the only examples of perfection we encounter in Hongkong are perfect fools and perfect nuisances.

Whilst women are thinking about hat styles, with the near approach of the picnic season men are thinking about caps—for beer bottles.

One thing about these beauty parlours, they have rooms for improvement.

Mary, Mary, quite contrary, how does your garden grow? "The lawn has been scattered. The greenhouse is shattered. We're miniature golfers, you know!"

Leading a double life may get you through twice as fast.

The best way to stick to your diet is to consistently refuse to pay your comrade's bill.

Many a woman worries over an inferiority complex.

We haven't got a penny. We're as stony as can be. Well, er... we haven't much, if any.

Hence the term e-con-o-mee. Now, when they ask for beaches, it really is absurd.

And every one and each is an annoying sort of bird. It's true we built a goat-track and motor roads as well.

In districts out in way-back. (But, why that story tell?) Bathing is quite easy, As Civil Servants know, Or even talpans breezy.

All know the way to go. You never hear them asking. Assistance for their swim? They pay for all their basking. Why moan of purses slim? If you can't afford a pastime, Don't blame the man who can. So let this be the last time, You criticise our ban.

So when the days are hotter, And you're driven to desperation, Just be thankful that you've gotta.

Natural bath of perspiration! Infamous Saying:—"My job's too easy; it's a shame to take the out of the question, money."

Another Definition:—An optimist is one who purchases a comb with a bottle of hair-restorer.

"Hell will be a bore," says a Chicago clergyman. It probably is, no good. The "hell" used to be a bore.

The loss of a box of poker chips is advertised. We've heard of bad losers, but we've never known one to advertise the fact before.

In the morning the heavy rain will be a bore. The "hell" used to be a bore.

Ceylon is very excited about popularising ten in America. Why not prohibit it?

These local naturalists are terrible. One of them claims to have discovered a green and pink worm near Fanning. Early birds in the district are said to be signing the pledge in increasing numbers.

Everybody should save ten per cent. of what he earns. The trouble is, however, that lots of us don't get that much.

Wide open beaches are calling for me; Calling me out for a swim in the sea.

As I've a mused And motor, you see, I know their call was only meant for me.

Wide open beaches are calling for me; Calling in vain. Oh what dire misery.

For there's no shed For my large family. I know their call is only mockery.

It often takes more than a stiff collar to keep your head up!

About the only sign of spring so far this year is in a chair going up Wellington Street.

A reader wants to know the best method of giving a happy turn to an after-dinner party. May we suggest the cork-screw?

The Golf Club and Traffic Department both have their eyes on a piece of land next to the Jockey Club buildings. The question is, will it be used to drive on or to drive off?

Nature Note:—The yellowhammer, the gin gimlet, the crackpot, the nightjar and the morning milk are now astray, and the shorter nights bring promise of longer days, wider views, broader beans, higher hopes, quicker service and cheaper fares.

About this time of year lots of American girls go on their allmoon.

There is no truth in the rumour that, in view of the lack of swimming facilities, the Government intends permitting those who desire to bathe in the City Hall fountain during the coming summer.

Chicago faces a heavy financial deficit. Perhaps that is why it does not want its Big Bill.

Latest market reports:—Lead continues a heavy load on holders. Tin is further enquired for. Silver is at a discount. Gold is scarce, and any offer would be eagerly accepted. Rubber is in continued circulation. Rubber is jumpy. Gelatine has hardened.

How doth the busy naturalist Essay more heights of power. When up the frowning precipice He climbs to pick a flower, And tries his art, so picturesque, Upon a wild rose bower.

We notice that Ford profits have declined to a mere bagatelle of \$44,000,000. If this sort of thing continues, Henry won't have quite as much as he would have had if it hadn't.

We notice that H.M.S. "Gnat" has been fired on. We understand that this was one of the rare occasions when to Flit was out of the question.

The loss of a box of poker chips is advertised. We've heard of bad losers, but we've never known one to advertise the fact before.

In the morning the heavy rain will be a bore. The "hell" used to be a bore.

THE HONGKONG PENINSULA HOTEL:
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ASTOR HOUSE: PALACE HOTEL:
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In association with the Grand Hotel
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UNDER THE PERSONAL SUPERVISION
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Phone No. 58008. Cable "KOWLOTEL."
Hongkong.

BENOWNED BEER NOW DRAUGHT.
Steel, Coulson's renowned Beer is now on Draught
at the
PALACE HOTEL
KOWLOON.

PENANG
Music Daily. Dinner Dance Twice weekly.
RUNNYMEDE HOTEL.
The Premier Hotel in Penang.
With beautiful private lawns to the Sea.
TWENTY ADDITIONAL ROOMS—COMPLETELY MODERNISED
AND RE-FURNISHED ARE NOW READY.
RUNNYMEDE HOTEL, LTD.
George Goldsack, Manager.

EUROPE HOTEL
SINGAPORE.
"REOWNED BY RECOMMENDATION"
DANCING: After Dinner every Tuesday, Thursday and Saturday.
MUSIC: On the VERANDAH—
Monday to Friday—7.45 p.m. to 8.30 p.m.
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CORRESPONDENCE.

Export Liquor Trade.

[To The Editor of Hongkong Telegraph.]

Sir.—It is probably not realised by the majority of people that most of the liquor business done in Hongkong is done with Chinese dealers for export to other parts of South China, and that the new rules imposed by the Government recently, regarding the export of Liquor are slowly but surely killing, what, to a good many merchants and dealers, is quite a profitable trade.

The new law is, briefly, that a Chinese concern may only export liquor from the Colony after first depositing local duty for same at the Imports & Exports Office. This deposit is returnable in full upon production of a certificate of landing at destination.

It is, of course, obvious to anyone who has or has had dealings with China that to get a certificate of any kind from Chinese authorities you need a good deal of time, and great patience. How then, can any Chinese dealer be expected to look up possibly several thousands of dollars for a month or so without interest until he receives his certificate? They very naturally will not comply with the Government demands and therefore no export business is being done, and a large amount of profit to British importers is being lost. One would think that in these days of low exchange when the merchant is beset with all kinds of difficulties, the Government would try to help rather than hinder. The export of liquor is only a very minute matter compared with other business done with China, but to the merchants interested, it is not amusing to see turnover figures falling by thousands monthly. When it is ten late, possibly something will be done.

IN BONO VINCE.

SHANGHAI SUIT.

MR. EDWARDS' CLAIM COMPROMISED.

Shanghai, Apr. 10.
Mr. Edwards to-day accepted the Shanghai Municipal Council's offer to pay him his full salary under the agreement up to September 1932. This will be paid in a lump sum of approximately Tls. 50,000, and includes superannuation,



Beautiful Switzerland sends you the best it produces
the wonderful "BEAR BRAND" milk
Right from the Emmenthal, the classic Swiss milk centre, "BEAR BRAND" is even more than Swiss milk, it is real Emmenthal milk.
Obtained from inspected cows only, scientifically sterilized at a model factory, it comes straight to you. A real health giving milk.
Science has achieved a great deal, yet nothing will ever replace the quality of the green crop which is grown on the pastures of the Emmenthal. It serves to produce "BEAR BRAND" milk and that is why there is no substitute for it.

BEAR BRAND
Natural Swiss Milk

A. B. MOULDER & CO. LTD.
CHINA BUILDING.
Sole Agents for South China.

children's bonus and passages. His services will terminate on April 15.—*Center.*
[Mr. Edwards' claim against the Council] was for £5,000 as damages for alleged breach of agreement, plus pay at the end of his agreement and passage money. Petitioner claimed that the notice of the termination of his agreement was a breach of the warranty given by the Council's London agents. The respondents had always held that their service was a permanent one. The respondents denied that their agents gave the alleged warranty of permanency of service, or, if they did so, they had no authority. The Council denied

AMUSEMENTS
AT THE **STAR** Final Showings To-day
At 2.30, 5.20, 7.20 & 9.30
DASHING, DARING, THRILLING
100% ALL TALKING
RONALD COLMAN
in **RAFFLES**
Presented by SAMUEL GOLDWYN

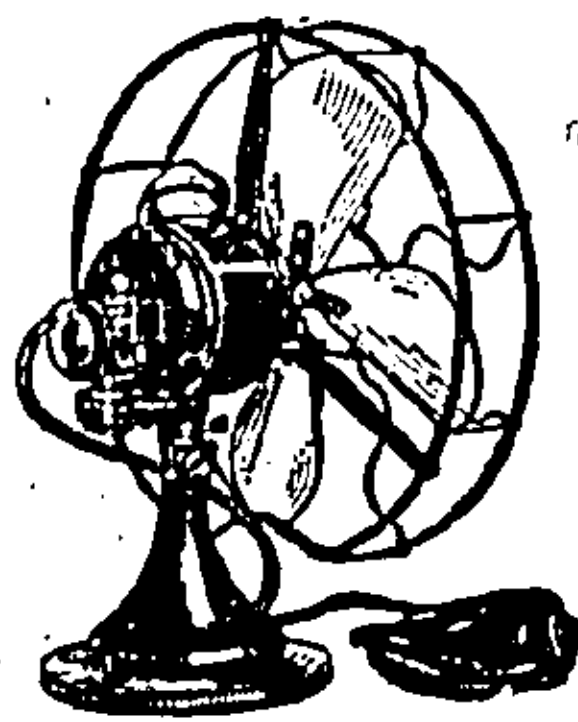
GLORIA SWANSON
IN **'WHAT A WIDOW!'**
UNITED ARTIST PICTURE
AT THE **WORLD** Final Showings To-day
At 2.30, 5.15, 7.15 & 9.20.

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PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG
Studio, Ice House St. Branch 7, Beaconsfield Arcade.

Quiet, Refreshing Breezes for a Real Night's Rest

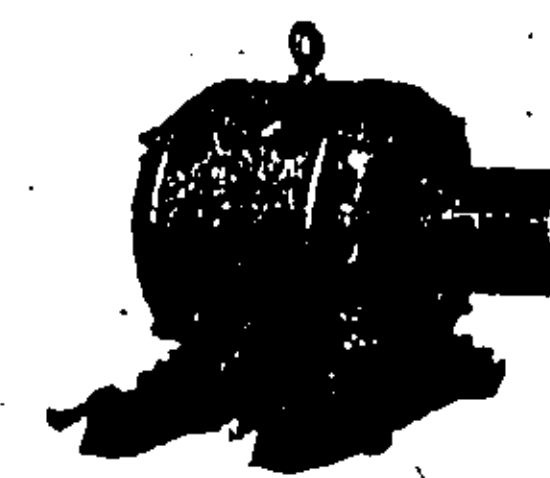
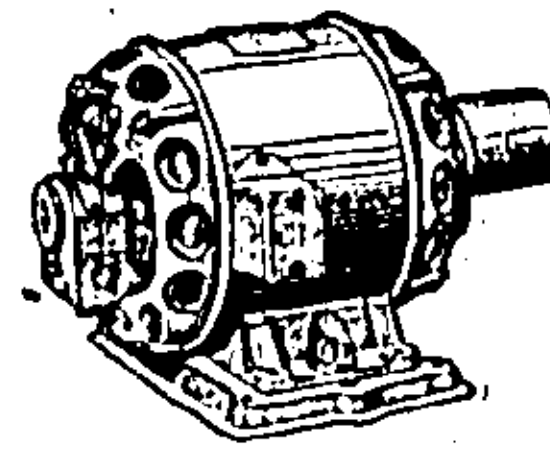
Century Fans are especially suited for the sleeping room because

1. Practically noiseless operation, accompanied by a large volume of air moved at slow speed.
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Century Ceiling Fans Do Two Things Better

Move the largest volume of air, on fast speed, when temperature and climatic conditions require.

When desirable, at slow speed, provide only such air circulation as is necessary to prevent discomfort and fatigue in crowded, poorly ventilated and overwarm rooms.

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HONG KONG SHEWAN TOMES & CO. SOLE AGENTS. CANTON.

Gets you well

and keeps you well that is the object of **SCOTT'S Emulsion** which builds, nourishes and strengthens. Your doctor knows to Ask for

SCOTT'S Emulsion
The protector of life



SALESMAN SAM

That's Customary

By Small



YA WANNA SEE SAM? SURE! IF YA WANNA PAY THIS BILL FER TH' SUIT OF CLOTHES I MADE HIM!
WELL, I'M GONNA SEND HIM IN! I WANTCHA TO PAY HIM AND GET HIM OUTA HERE!
BUT I CAN'T, GUZZ! ALL MY DOUGH IS GOIN' FOR CHRISTMAS!
I DREAMT LAST NIGHT YA PAID ME, SAM—
GOOD!
HAND OVER THE RECEIPT!

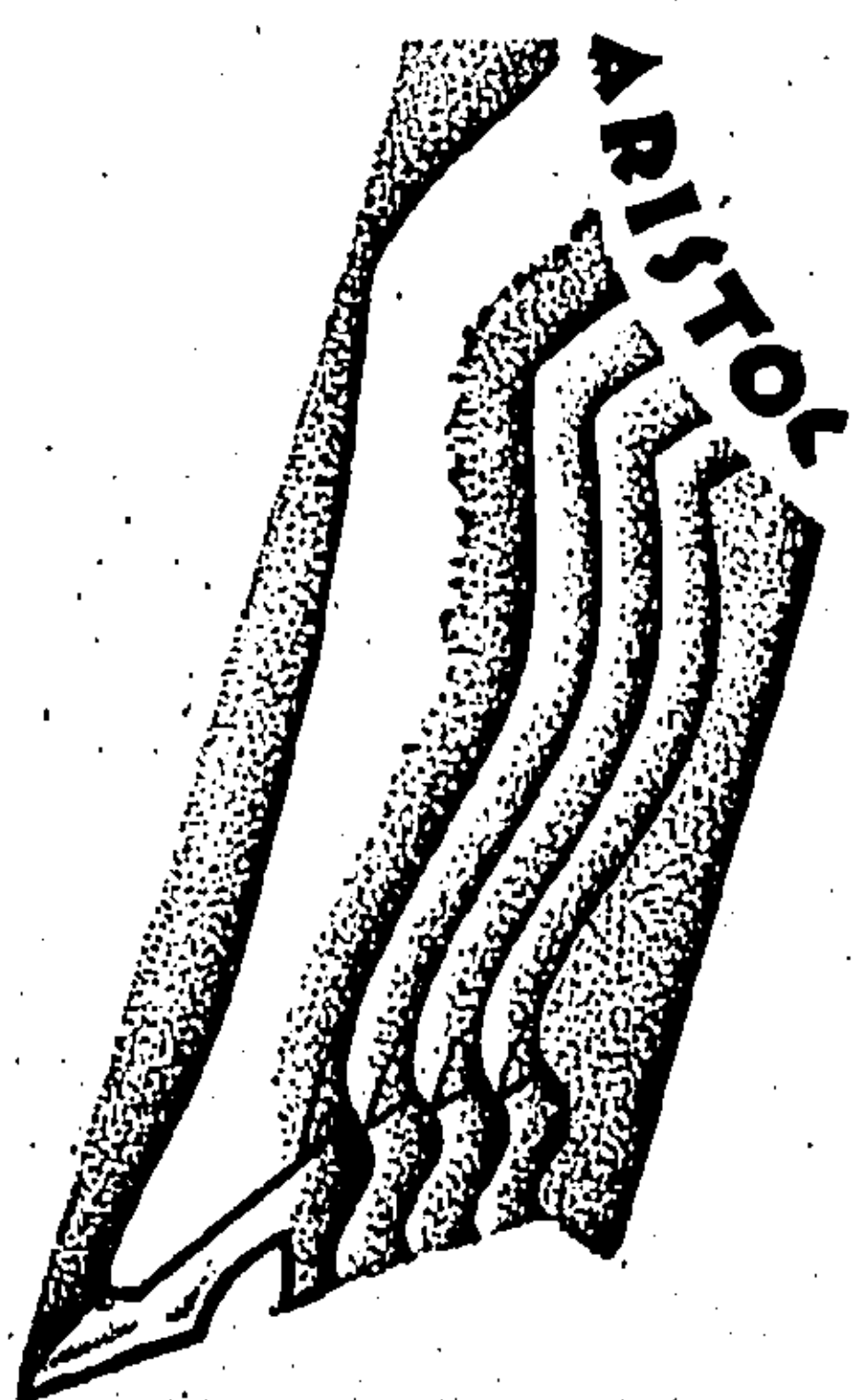
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Whiteaways, for Ladies' & Children's Hosiery.

NEW STOCKS. ALL SIZES AND QUALITES



"ARISTOC" PURE SILK HOSE. They wash and wash, and wear and wear. No. 2898. Medium weight pure silk for hard wear full fashioned point heel, continental shaped foot and flat join at back, fashionable Colors: Shell Pink, Dawn, Bubinga, French Nude, Mirajo, Beige, Sizes 8 1/2 to 10 ins.

\$10.50 pair.

"ARISTOC" No. 2892. The superior quality of cobweb fineness and now openwork lace clox so much in fashion among ladies of taste, with slipper heel, tapered toe, continental stepped in foot of finest lisle for extra strength and fully fashioned silk from top to toe, new shades of Mode, Shell Pink, Dawn for evening wear, and French Nude.

\$12.50 pair.



Art Silk & Lisle Hose.

Art Silk Hose in all fashionable shades.

\$1.75 to \$3.95 pair

NEW LISLE HOSE Fine make in all Colors. \$4.50 pair



BOYS' HOSE

Boys' Light Woollen Hose with turnover tops. All sizes

\$2.95 to \$4.95 pair

CHILDREN'S ANKLE SOCKS In white and fawn with striped tops. \$1.15 to \$2.50

"Three Knots" Hose

An English made hose of reliable quality. Will give very satisfaction in wear and appearance. In all shades. GREY LABEL

\$4.50 pair

BLACK LABEL In a Pure Silk Hose of delightful texture. In all Shades.

\$6.50 pair



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20% Discount

ODDMENTS at CLEARING PRICES.

WOMEN'S WORLD

FOR OUR LADY READERS.

Smart Sports Wear.



Whether actively engaged in outdoor sports or not, the 1931 sportswoman can be charmingly attired in the most feminine and flattering things, according to Paris.

Left—For Eileen Bennett, popular British tennis player, Jean Patou has made an ensemble consisting of a dress of white type-crepe, with a most interesting tucked effect at the waist and inverted pleats all the way around. Three crystal buttons and a little collar adorn it. The pearl wool cardigan is beautifully tailored and the little white tennis hat, with a visor like a polo player's, has a tiny pom-pom of red ribbon.

Right—The outdoor woman will feel perfectly at home in an ensemble Patou created for Cannes, all-white with summer ermine contrasting delicately. The tailored frock is of white marocain, with a leather belt of beige to match the fur and the coat is of vigogne cloth. An all-white hat tops it.

YOUR CHILDREN.

[By Olive Roberts Barton.]

When our children grow up they are going to be precisely like all the millions of children who have grown up before them.

That is, they are going to be human and to be human is to remember.

If we stop a moment and draw a mental picture of that future, we parents will find ourselves hoping that their memories will hold only the golden moments of childhood.

And to a certain extent that is true. The business man dreams of the old swimming hole; the woman, of her first party or her first big doll. Both of them remember happy family life and sigh over the thought that they did not appreciate it when they had it.

But there are other things in their memories not so pleasant, barbs that stick and still sting—the times they were scolded unjustly, punished, shamed, mistreated.

They Don't Always Forget.

These are the things we are hoping that our own children will forget when they are grown, but they won't; for every time a child is cut deeply by an unpleasant thing it leaves a mental scar that he seldom outgrows.

We think of life as present. Only too soon it is past. They say

now that there is no time, but as long as there is memory there will be time. We are too likely to discount our mistakes with children as something that will blow over, for the parent who will not acknowledge that he makes mistakes is very foolish indeed. We continually mistreat our children.

That last statement is a pretty strong one, but I hear things like this occasionally and you may judge if it is not true:

A young woman said the other day, "Every time I differed with Mother and offered an opinion of my own when I was little, I was told I was impudent. Sometimes I guess I was rather persistent in trying to put an idea over so perhaps I got a bit strong when I met opposition, but now that I think of it I don't believe I was ever really impudent once."

Don't Incur Resentment.

This case is mild. How about children who are punished without any justification whatever on the part of the parent except that he or she is angry? All children are impulsive, forgetful, mischievous. Mischievous itself is no crime, we now know, for it is prompted by natural energy and curiosity. I don't give a snap of my finger for a child who isn't all three.

Our words cut like whips, our own actions burn and scar. Children remember and no such bitter memories add to the happiness of life.

Don't let the children grow up resentful of their early treatment.

TO-DAY'S RECIPES.

Some Tea-Time Suggestions.

Devonshire Split.

These scones are great favourites, and they are quite easy to make at home.

Put ½ oz. castor sugar and ½ oz. yeast in a basin and beat together till they become liquid, then stir in ½ pint tepid milk. Mix 1 lb. flour with a pinch of salt and stir gradually into the milk, etc.; add 1 oz. butter (melted). Mix well, then put the dough in a warm place for three-quarters of an hour to rise. Form into small rounds, put on to a floured baking tin and bake in a quick oven for about 15 minutes. When wanted, split and spread with raspberry or strawberry jam and a layer of whipped cream.

Jumbles.

These old-fashioned cakes are greatly loved by children, and if you roll them up and fill the hollows with whipped cream they make very attractive cakes for tea.

Put 4 oz. golden syrup into a saucepan with 2 oz. butter; when melted stir in 4 oz. sugar, 4 oz. flour and ½ teaspoonful ground ginger. Mix thoroughly, then put a teaspoonful at a time on to a hot baking tin, leaving a little space between each. Bake for 5 minutes and roll up while hot.

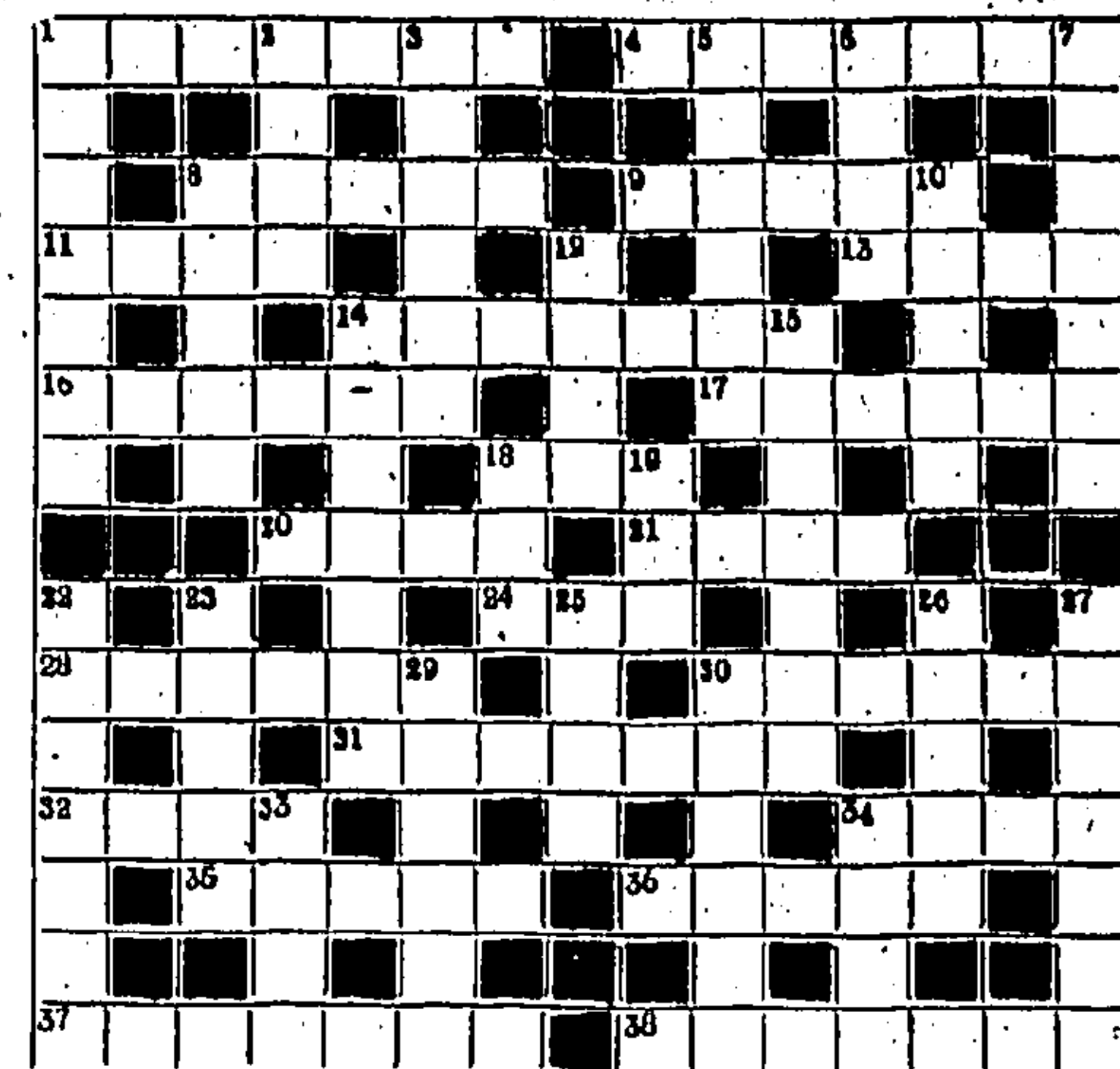
DOG DOOR STOPS.

Painted rubber dogs now guard many doors, keeping them open just as much or as little as you like. And if a gust of wind should slam the door, the soft rubber paws cannot rub or chip the paint.

Very Smart.



OUR BRITISH CROSSWORDS.



- Across
- 1 A vegetable placed in the right part of a church will help to pacify.
 - 4 Van Eyck belonged to this school of painting.
 - 8 Why did the whale wail? Because this.
 - 9 He swore the bitterest oaths of vengeance, daring them to follow Ernest (hidden).
 - 11 Perishes.
 - 13 You may buy a watch on this and hope the watch will this too.
 - 14 Ill.
 - 16 As is only right, there is something very proper about this chapone.
 - 17 "The whole machinery of the State, all the apparatus of the system, ... end in simple bringing — good men into a box." — Brougham. "Present State of the Law."
 - 18 An essential part of any agency.
 - 20 This is greatly increased in importance when set before nothing.
 - 21 Have.
 - 24 Within hearing.
 - 28 Associated with violent exercise in the vicinity of a rugged rock.
 - 30 For ever.
 - 31 A paragon of efficient packing in oil.
 - 32 Don't let your ear deceive you — this row will never lead to tears in the most tender-hearted.
 - 34 A musical stigma.
 - 35 Necessitous.
 - 36 May grow loudly at some future date.
 - 37 To hit her seems unmanly, but it is essential to that end.
 - 38 Roll on wheels.
- Down
- 1 One long step—across a horse.
 - 2 Trees in which rooks like to nest.
 - 3 Who is she? Why, daughter of the Duke of Milan.
 - 6 Concealed—partly in a tent.
 - 8 Defensive ditch.
 - 7 What part of London names a horse?

Yesterday's Solution

CHINA AHEAD EASES OF COUNTRY PATRIOT TU CRIMINAL EVILS OF A POLICE AND ANGELUS NICEO I C E T A H A B E L C H I V A L R O U S B A M A M G L I T T E R I N G B A B Y E O G E L C R E E E N T I C E D A A S E P A L N O E S Y N I A I I U M B B A T L I M P O S E S E F E A S E L E T T R A I T

STICKERS

J G D C H
I F A B E
B I B D E B

Can you assign the numerical value to the letters so that the above words are as an addition sum?

RESIGNED OR NOT?

JAPANESE CABINET LOOKS THINGS OVER.

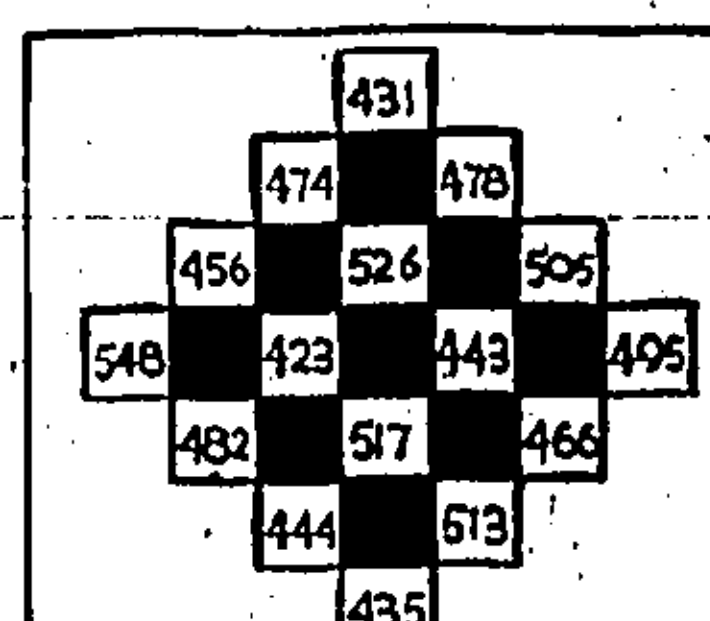
Tokyo, Apr. 10. According to an extra edition of the Asahi, Mr. Ugaki, has already tendered his resignation, and left Tokyo for the country. This has not been confirmed.—*Reuter*.

Premature Report.

Tokyo, later. The report of Mr. Ugaki's resignation apparently arose through his remarking that he was prepared to resign if the Cabinet resigns.

Under the terms of the Japanese constitution, the resignation of the Cabinet does not entail the resignation of either the War or the Navy

Yesterday's Solution



This shows how the white squares can be filled with numbers so that they will add to 1509, either horizontally, vertically or diagonally.

Minister, unless they do so voluntarily.—*Reuter*.

Wakatsuki Willing.

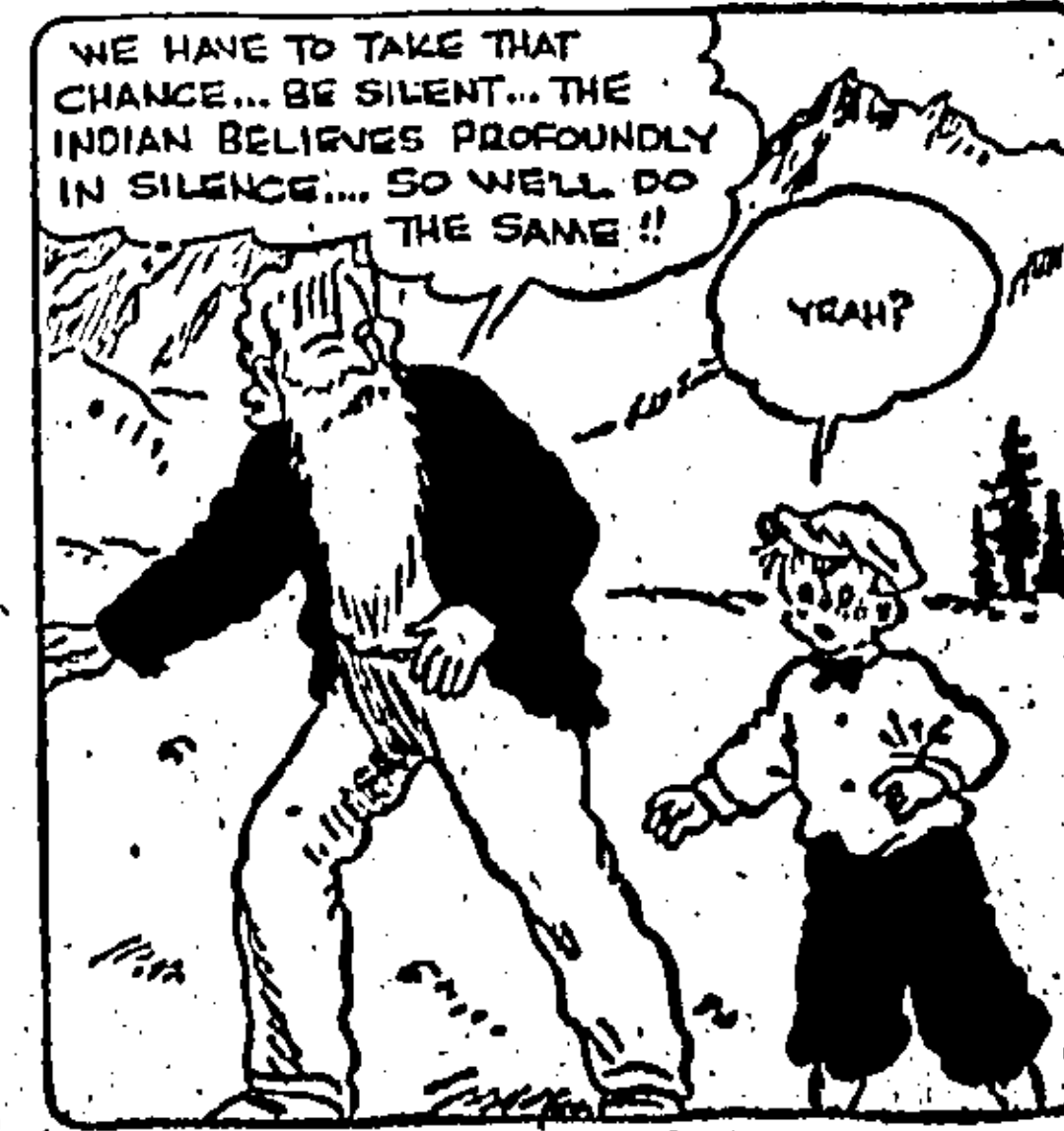
Later. Mr. Wakatsuki, in an interview with the Minsato leaders, stated that he was prepared to consider acceptance of the party presidency in succession to Mr. Hanaguchi.

It is expected that the final decision will be given to-morrow. In accepting the presidency, Mr. Wakatsuki is virtually certain to succeed to the Premiership shortly.—*Reuter*.

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"Gold Diggers of Broadway"

- | | |
|--|-----------------------|
| 22027—Painting the Clouds with Sunshine | Goldkette's Orchestra |
| Tip-Toe thru' the Tulips | Johnny Marvin |
| 22113—Tip-Toe thru' the Tulips | Jesse Crawford |
| I'm painting the clouds with sunshine | Gracie Fields |
| 22242—Tip-toe-thru' the Tulips (Organ) | |
| Chant of the Jungle | |
| B-3291—Painting the Clouds with Sunshine | |

"Say it With Songs"

- | | |
|---|----------------------------|
| 1425—Little Pal | John McCormack |
| I Love to hear you singing | Jesse Crawford |
| 21951—Little Pal (Organ) | Gene Austin |
| Why Can't You? | Shilker-Victor "Orchestra" |
| 21952—Little Pal | Olsen's Music |
| Why Can't You? | Arnheim's Orchestra |
| 21953—Why Can't You? | Paul Oliver |
| Used to you | |
| 21954—Little Pal | |
| I'm in Seventh Heaven | |
| 22056—Now I'm in Love | |
| One Sweet Kiss | |
| 22091—When you come to the end of the day | |
| Mem'ries of One Sweet Kiss | |

"What a Widow"

- | | |
|---------------------------|---------------------|
| 22531—Love is like a song | Reisman's Orchestra |
| Say "Oui," Cherie | |

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and LASSIES

HATS

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NEW SEASON'S
STOCK

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Incorporated in Hongkong.
25, Queen's Road C. and Stable Road.

The Hongkong Telegraph.

SATURDAY, APRIL 11, 1931.

THE NEED OF GREATER CO-ORDINATION.

Not once, but on many occasions, has evidence been forthcoming of a regrettable lack of co-ordination between various Departments of the Hongkong Government in dealing with matters which concern more than one branch of the service. This week, there was a further most illuminating instance of this provided in the case in which well-known Chinese wine and spirit merchants were prosecuted on an allegation of having made material alterations to a bonded liquor warehouse, contrary to passed plans. With the merits of the case, the public cannot have been greatly interested, though to the firm concerned the matter was a serious one. As events turned out, the prosecution was unable to sustain its case, the evidence called being regarded by the Magistrate as unconvincing. Most people who read the reports of the case, however, must have felt some measure of sympathy for concerns placed in similar circumstances when dealing with the Government—told to do one thing by one Department and then receiving diametrically opposite orders from another.

In the case under notice, at least three Departments were concerned, and the question of whether or not a certain opening should be permitted seems to have been viewed by each from its own particular standpoint, irrespective of the attitude of the others. Questions of ventilation, fire safety measures, and possible facilities for smuggling were involved, and it seems to have been nobody's business to attempt an adjustment of the several viewpoints. It was evidently the old, old story of Departments working in watertight compartments, each oblivious of the claims of the others, with the company concerned subjected to cross-fire from all directions. It is when the public reads of instances such as these that doubts arise whether the Government will ever learn to conduct its affairs on a business-like basis. If the same spirit of internal discord and lack of co-operation were the rule in commercial establishments, the Colony's business houses would be completely disorganised. One would have thought that in matters of this kind, where more than one Government Department is

concerned in a question, some machinery would be in existence whereby points of variance could be cleared up to the mutual satisfaction of all affected. But seemingly the Government does not work on these lines; at any rate, in the case under notice there was a lamentable lack of co-ordinated effort.

Quite apart from the annoyance which is caused to those who are the victims of this lack of system in governmental activity, endless delays and waste of effort must result from it. In Shanghai recently, the Municipality has been dealing with this question of co-ordination, and the creation of a series of Inter-Department Committees has been found to produce most beneficial results. Much inter-departmental correspondence has been rendered unnecessary and considerable duplication has been avoided, whilst, even after a reduction in staff, a great improvement in administrative work and in the despatch of public business has been registered. The adoption of such a system by our own Government should be equally satisfactory in results. It would cut out much of the red-tape associated with Government work and by bringing appropriate officers of the various Departments into close contact one with the other, it would render practically impossible such confusion and muddle as were revealed in the case on which these comments are based.

Extrality Crisis.

Dr. C. T. Wang's pronouncement on the progress of negotiations for abolition or modification of extraterritoriality is, unfortunately, full of ambiguities. The one thing clearly discernible is that the Nanking Foreign Minister is not too pleased. The Powers, we imagine, have offered him half a loaf when his mood prevents him from accepting it as better than no bread. The vital points at issue are not disclosed, though they are apparently of sufficient importance, in the eyes of the Chinese Government, to justify a threat of a breaking off of negotiations if concessions are not made to their demands. Strangely enough, Dr. Wang begins by stating that the goal of the Chinese people's ambition is within reasonable and measurable distance and concludes with veiled threats, the tone of which we can only regret. If there is a reasonable limit to acceptance of risks, China has not yet learned how to hasten slowly. Any plan, however bold, which will solve the problem, will be heartily welcomed by all foreigners. The principle of abolition is accepted on all hands. But the solution must possess characteristics adequately safeguarding foreign lives and property, effectively affording protection and justice for foreign nationals. The issue is the most serious of the many which have been the subject of Sino-foreign negotiation since Chiang Kai-shek's great march from Canton, and every step must first receive the most careful consideration. Britain and America, according to Dr. Wang, are more favourably disposed to the taking of big strides than certain other Powers, but there is a hint that these two Powers are also insisting upon a period of transition before extrality goes for good and all. Dr. Wang complains that China is the only country in the world in which extrality still exists, in which he takes no account of the fact that in no other country have the Powers to study a problem of such complexity. He does not realise or recognise the difference between Government willingness and Government effectiveness. Until this difference disappears, extraterritorial safeguards cannot be lightly discarded. The spirit of accommodation must not be expected unilaterally, any more than abrogation of treaty rights lends itself to unilateral action. We trust Dr. Wang will come to see that insistence on gradual abolition at this time is not based solely upon interpretation of a treaty clause, but on a sincere desire to meet, at the same moment, the wishes of the Nanking Government and the needs of foreign nationals and interests.

DAY BY DAY

WHATEVER CRUSHES INDIVIDUALITY IS DESPOTISM, BY WHATEVER NAME IT MAY BE CALLED.—J. S. MILL.

At the Rotary Club tiffin on Tuesday, Rev. E. G. Powell will speak on "Community Service."

The Gazette gives the rates at which letters will be accepted by the Hongkong Post Office for transmission by U.S. Air Mail services.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th inst., at 10 o'clock in the forenoon.

The programme for the return of H.M.S. Cornwall to China has been amended, her departure from Hong Kong being delayed five days. She is now due to arrive here on May 6.

The King's Exequatur empowering Senior Don Jose Salas to act as Peruvian Consul-General at Hongkong with jurisdiction in Ceylon and the Straits Settlements has received His Majesty's signature.

It is notified that at the expiration of three months the Mow Hing Steamship Company, Limited will, unless notice is shown to the contrary, be struck off the register and the Company will be dissolved.

During the quarter ended March 31st, there were 43 samples analysed under the Sale of Food and Drugs Ordinance. All were genuine excepting three of cheese and one each of fresh milk and condensed milk.

Mr. Lee Gook-chew, manager of the Wing On Co., Hongkong, and Mrs. Lee announce the engagement of their daughter, Ruby, to Mr. Chan Leung-pun, a returned student from the United States, who has just been making a tour of Europe. Miss Lee is the sister of Mr. Lee Pui-tong, B.A. (Hongkong), sub-manager of the Vogue Co. at Shanghai.

It is hereby notified that the Government proposes to erect a public latrine at the junction of Cedar Street, Portland Street and Yu Chow Street. If any owner or occupier in the immediate vicinity of the site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, 17th inst.

Members of the R.A.O.B. Club and their friends had a merry time last night when a regatta dance was held at the Garrison lecture hall at Wellington Barracks. Mr. A. E. Manwaring, the president of the entertainment committee, and his colleagues, are to be congratulated on the arrangements, which helped to make the dance a very enjoyable affair.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.
March 1932 7/3 1/2 down 1/2 d.
May 1931 6/6 1/2 down 1/2 d.
August 1931 6/9 no change.
December 1931 7/- 3/4 no change.
New York Terminals.
March 1932 1.63 down 1 pt.
May 1931 1.30 down 2 pts.
July 1931 1.30 down 1 pt.
September 1931 1.46 down 2 pts.
December 1931 1.55 down 2 pts.
London 10/4/31.—Conference agreed to release 5% segregated stocks when two cents reached. Progress satisfactory.

FACE HER FORTUNE.

By BARBARA HEDWORTH.

"PRETTY? No, but she has a good brain, charm—" This remark is heard over and over again. It is said more often that not in a kindly manner, insinuating how in these days prettiness—and even sheer beauty—has ceased to be of real importance where a woman is concerned.

This is utter nonsense. Physical beauty counts just as much as it ever has done, even though people may argue that if a girl has brain she can thrust herself into professions and jobs which have hitherto been the prerogative of the male; that if she has charm her fellow-creatures will be blind to her sallow complexion and the lack of uniformity of her mouse-coloured hair.

Beauty is every bit as much an asset to a woman as it was fifty years ago, when the ugly duckling was grimly resigned to a loveless life, or at best to being the favourite "auntie" to her more-favoured sister's children. Beauty counts when a girl goes job-hunting. It is not that men mean to be unfair, and the business magnate would hate to think that his decision when engaging a secretary depended on a pretty face. Nevertheless this is true.

The plain girl may have excellent business qualifications, but the pretty one (with a smattering of typing and "I can take down in shorthand if you don't go too quickly") invariably gets the job. The great man justifying his choice is the reflection: "Anyhow, she has a good appearance."

Even when the engaging of typists falls to the lot of a woman, a pair of limpid eyes or a particularly provocative red mouth wins against speed tests and an exceptionally good knowledge of filing.

For, strange as it may seem, women are deeply influenced by beauty in one of their own sex. Optimists always, they like to believe that beneath that lovely countenance lies a soul of pure gold.

The success of the beauty-parlour is an outstanding proof of woman's realization that beauty counts first and all the time. Hours spent in comparative discomfort while the blemishes are hidden with all the art and craft possible, are to her hours well-spent.

Consider what manner of women would be produced if these hours were spent in the study of business methods. There may be some people who wish that these hours were so spent; but these people will include few women.

The adage "Beauty is only skin deep" may be true, but to the beautiful one it simply does not matter.

Always Plenty of Admirers.

What does it matter, if she has a fickle nature, if men discover that she has no conversation and dances abominably? As soon as one finds out the errors of his ways there will always be another to fall spellbound to the delicate contour of her profile, and to gaze in wonder at the fascinating sweep of her eye-lashes against a demure pink cheek.

Then, when it comes to finding a husband, which is after all almost every woman's ultimate goal in life, arrogantly she can take her choice, snapping her fingers at that pleasant young woman who

is always ready to do someone else a good turn, but who cannot see across the road without her glasses; at the heiress, who is quite a darling when one can forget that she lacks beauty.

For even in these materialistic days we all worship beauty above all other virtues. The story of Cinderella still holds good, for you will remember that Prince Charming fell in love with her at first sight, long before he had time to discover how good she was to her ugly sisters and that it was she who made the pies and kept the house in order. He was—as he always will be—dazzled by her beauty.

It is not suggested that to have brain and charm, and what I will boldly call all the other minor feminine assets, counts for nothing.

To Attract Men.

Beauty competitions reveal the enthusiasm that can be roused over the question of physical charm. There is seldom any lack of entries, and seldom is it easy to decide upon a winner.

While a man may never raise a woman for her brains or her business ability he is ready to acclaim her beauty.

After all, a woman's chief aim in life is to attract men. Therefore, although the clever girl may be a man's helpmate and intellectual prop, though the kind one is his very dear friend, it is to beauty that he kneels as a loyal subject to his queen.

Even children are attracted by beauty in women. It is heart-breaking to see how they run to the lovely lady who casually pats their head, whereas they shudder when told to kiss the kind but unprepossessing aunt who has brought them all these sweets.

So if I had had any say in the matter of gifts to be bestowed on me by fairy godmothers at any birth, I should have squealed loudly, lustily: "It's beauty I want! Give me a lovely face and a slim figure: don't worry about my brains or a sweet nature. Money does not matter to me, either—my face will be my fortune."

Of course, it may sometimes happen that beauty, brain and charm are combined in one woman, but I have yet to meet her, and if I do I will gladly pay the homage which is a goddess's due.

Ruthless Women.

By FREDK. GRAVES.

"WOMEN don't often take to serious crime," I read in a report on the American gang that was led by a woman.

But someone else has said: "The snake sloughs its glittering skin, and woman is not always the angel in the home. She can adopt a criminal career very easily when it suits her purpose—and her pocket—and beat the clumsy brute man all round!" So there!

Women have been sent to prison; have expiated their erring ways on the scaffold; and have lured gentlemen to the devil in spite of their baby angel faces and innocent blue eyes.

It all seems rather a nasty sort of libel on women.

—And Murder.

But I don't know. Truth is not always palatable; and there is at least this much in it all, that there have been many famous woman criminals in history, and the woman has always used her sex and beauty as lure, spy, watcher, decoy, plotter, planner, and actual perpetrator of things not considered nice and genteel.

But the things she does are usually characteristic of her special and peculiar mentality and exploit her essentially feminine traits.

She rarely does a real burglary or a robbery with violence, even against her own sex. She leaves those things to man and relies more on guile than on physical strength. And murder, except for the removal of a rival or serious obstacle, is not in her regular line, and if she does go so far, it is generally the insidious poison she selects to do the trick.

She generally chooses an accomplice, if she needs one, from the other sex, since she is always apt rather to distrust her own kind. On the other hand, a man does not rely on a woman very often because he feels instinctively she may be a slave to her peculiar sensibilities and may allow her likes and hates to have too much play. She is apt to develop jealousies and passions, provoke disputes that may be fatal to success.

(Continued on Page 7.)



"Maybe I'd better run in first, George, and let the little lady know we're having a guest for dinner."

FREE At the illustration suggest, with free wheeling your engine may be idling at 8 miles an hour while the momentum of your car is turning the wheels at a speed of 40 miles per hour.

WHEELING

HONGKONG & SHANGHAI HOTELS, LTD.
(INCORPORATED IN HONG KONG)

Hongkong Telegraph.

Pictorial Supplement

April 11th, 1931.

INSIST

On circulation facts!

EVERY COPY OF A NEWS-PAPER CONTAINING YOUR ADVERTISEMENT MAY MEAN ONE MORE CUSTOMER!



Office-bearers of Union Church, Kowloon, which was formally opened yesterday. Left to right, front row: Mrs. Foreyth, Mrs. Groundwater, Mr. G. R. Leib, the Rev. J. H. Johnston, Mrs. Johnston, Mr. D. F. Warren, Mrs. A. Lang and Mrs. S. Nelson; back row, Mr. A. H. Gardner, Rev. F. Short, Mr. J. J. Cornelius, Mr. D. Gow, Mrs. D. Harvey, Mr. R. Taylor, Mr. J. Provan, Mr. J. Revie and Mr. E. Othen.



Union Church, Kowloon, situate on Jordan Road, which was officially opened by His Excellency Sir William Peel yesterday.



His Excellency Governor Oliveira of Macao being greeted at the entrance to the Municipal Hall on his arrival to assume his post. With him are Dr. J. Magalhães (right) and Major J. G. Andrade.



Photographs taken at the annual Spring Festival by students of the Quarry Bay School. Left, the kiddies in the Maypole Dance; right, little Miss Gwenneth Waldon, May Queen, presenting a basket of flowers to Lady Peel. (Photos: Ming Yuen Studio).



Above are the teams which met in the final of the Senior Shield Competition. South China, on right, won by six goals to one from the South Wales Borderers, seen on left. (Photos: Mee Cheung).



Apollo (Mr. Frost up) being led in after winning the Easter Stakes at the Races last Saturday. (Photo: Mee Cheung).



Dr. J. Magalhães, Officer Administering the Government at Macao, untying the ribbon to inaugurate the commemorative arch erected in honour of Governor and Madame Tamagnini Barbosa.



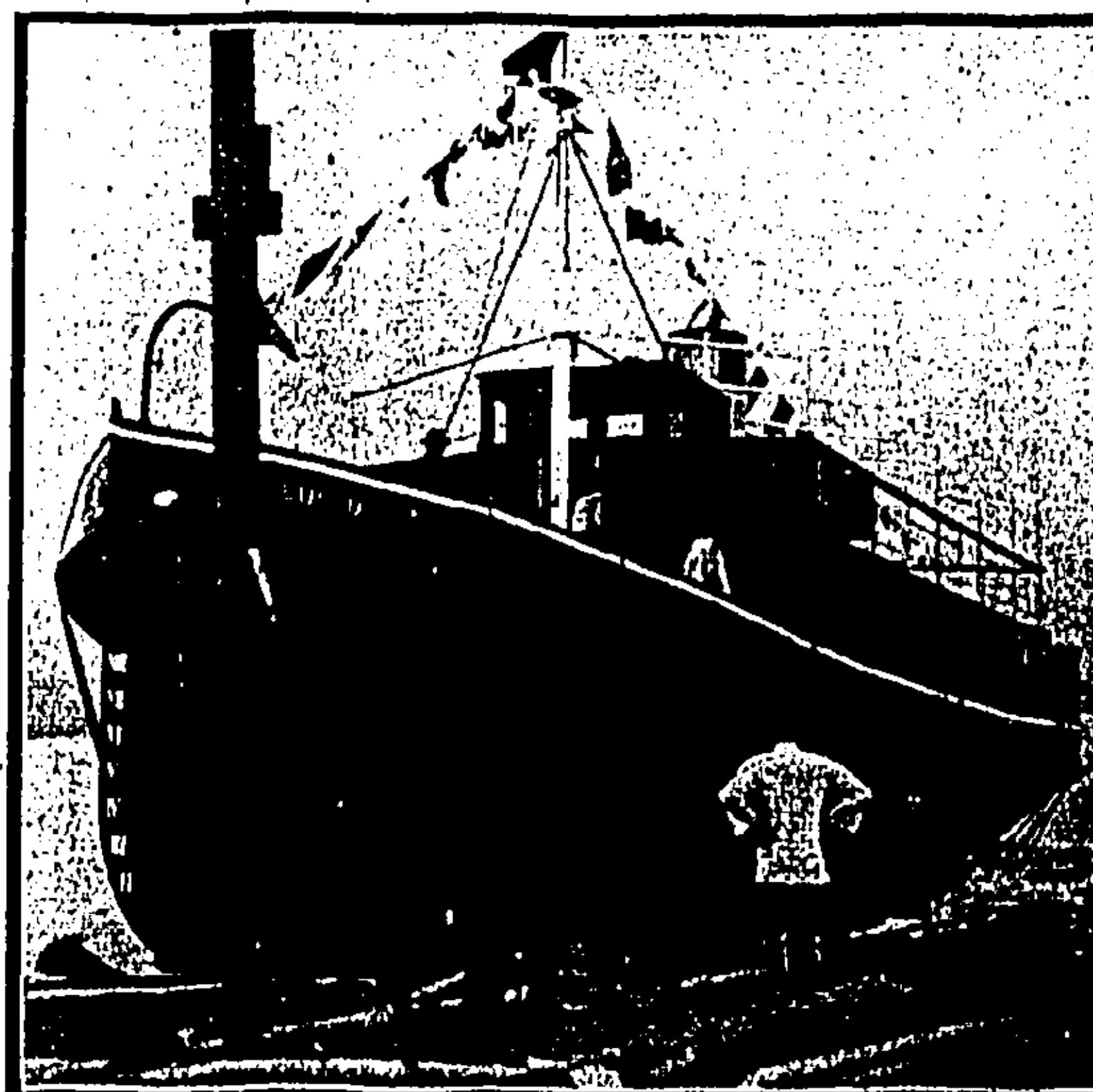
A recent wedding which attracted much notice was that of Mr. Sai Wa Liang, B.A. (Oxon) and Miss Mary Ho, who are seen above with bridal party. The bridegroom is the youngest son of the late Sir Chentung Liang Chen, whilst the bride is well-known as the eldest daughter of Mr. and Mrs. Ho Kwong. (Photo: Ming Yuen Studio).



Mr. Sai Wa Liang photographed with his bride after the wedding. (Photo: Ming Yuen Studio).



The "Lyceum Beams" Concert Party which gave a delightfully amusing programme last week. No; there are no ladies in the party, which is wholly composed of men of the 12th Heavy Battery Royal Artillery. (Photo: A. Hing).



Left, the ferry-boat Sun-U, built for the Hongkong and New Territories Ferry Co., Ltd., taking the water on being launched at Messrs. W. S. Bailey and Company's yard at Kowloon; right, group taken prior to the launching, Mr. Bailey being fourth from left. (Photo: Mee Cheung).



THE FUTURE OF BURMA.

WHAT ITS SEPARATION WILL MEAN.



A marvel of the builders' art is this ornately decorated system of structures comprising one of the many monasteries in Burma. These are built by Buddhists, and virtually all of Burma's 13,000,000 people are of that faith, while the majority of Indians are either Hindus or Moslems.

Whatever results from the final reports of the Round Table Conference in London on the future of India, one thing seems virtually certain: Burma will be separated from India and given some sort of government which will lead ultimately to separate Dominion status within the Empire. At least, this will happen when the natives show enough progress to deserve that form of self-government.

Thus Burma, which since its conquest by the British has been submerged as a mere province in the Indian government, will once more approach something like separate nationhood, a status which it had for many centuries before the British came.

The Simon Parliamentary commission practically recommended the separation of Burma from India. The government of India backed this up. The Burmese Council unanimously declared in favour of it. And now a committee is considering the conditions which would enable Burma to be separated from India.

Differs Widely From India

This committee is not attempting to frame a new constitution for Burma, but is dealing with the general principles which must govern the separation. Later, if Parliament approves, some sort of Statutory Commission will be set up to report on the form of constitution which is at present most suitable for the country.

There never was any real reason for Burma being included in the government of India except one of rough convenience. There were a hundred reasons why Burma should have been kept separate, among them its past history, its racial, religious, social and geographical differences. Burma is not India in any way, shape or fashion. Geographically it is cut off from India by sea, mountain and jungle. Its land frontiers present a practically impassable barrier. It is usually reached by sea

and Rangoon, its great seaport, is 700 miles from Calcutta and 1000 miles from Madras.

When it comes to the natives themselves, they have no sort of kinship with Indians, whether the latter be Hindus or Moslems. They differ from them in religion, languages, social system and customs and national dress. The vast mass of the Indians are either Hindus or Moslems by religion. Although Buddhism originated in India, today there are comparatively few Buddhists in India. On the other hand, most of Burma's 13,000,000 people are practicing Buddhists.

Has No Caste System

In India the Brahmins have set up a very rigid and complicated caste system which has endured for centuries. In Burma, the people, being Buddhists, never have had a caste system. Class antagonism is notable mainly by its complete absence. From its earliest days, aside from the once royal house, Burma has known no aristocracy. Being Buddhists, the Burmese have also been tolerant of other religions. The people, men and women alike, are more literate than the Indians, thanks to the schools kept by Buddhist monks, but they are lacking in the higher education some Indians achieve.

There also are darker sides to the picture. The Burmese do not like hard work. Hence hundreds of thousands of India coolies emigrate to Burma to do the heavy labor. The Burmese have not shown any particular aptitude for business. Hence Rangoon is more of an Indian than a Burmese city, with Europeans and then Chinese coming a close second. With money they have come easy-going ways. Hence they have been called the Irish of the Orient. They have not shown themselves amenable to discipline. Hence there are few Burmese military bodies, the army in Burma and the military police being mainly Indian and British. And they are given

Expect Financial Troubles.

Finance and customs will prove a more thorny subject. Indian money has been largely spent in the development of Burma and the Indian government will, perhaps, put in a demand that some part of this money be returned.

Then there is the subject of the interchange between Burma and India. At present India cools labour flows freely to Burma, and Burmese rice goes to India. If and when they are separated, the Indians fear Burma may put up the bars against Indian labour. On the other hand, the Burmese fear a tariff wall might be put up against their rice. And Burma is one vast rice field.

But these things can be regulated for the simple reason that Burma will continue to need Indian labour and India will continue to need Burmese rice.

The financing of the country presents no very great difficulty, because Burma, independent of India, would control for the first time her tariff, income tax, salt monopoly and railways. And the country is capable of infinite development, because, though it has a territory equal to that of France, it only has one-third the population of France, which for an Asiatic country is a very small figure indeed.

THE ABBEY.

National Sanctuary of England.

Of all the world-famous churches, none is more celebrated than Westminster Abbey, the national sanctuary of England.

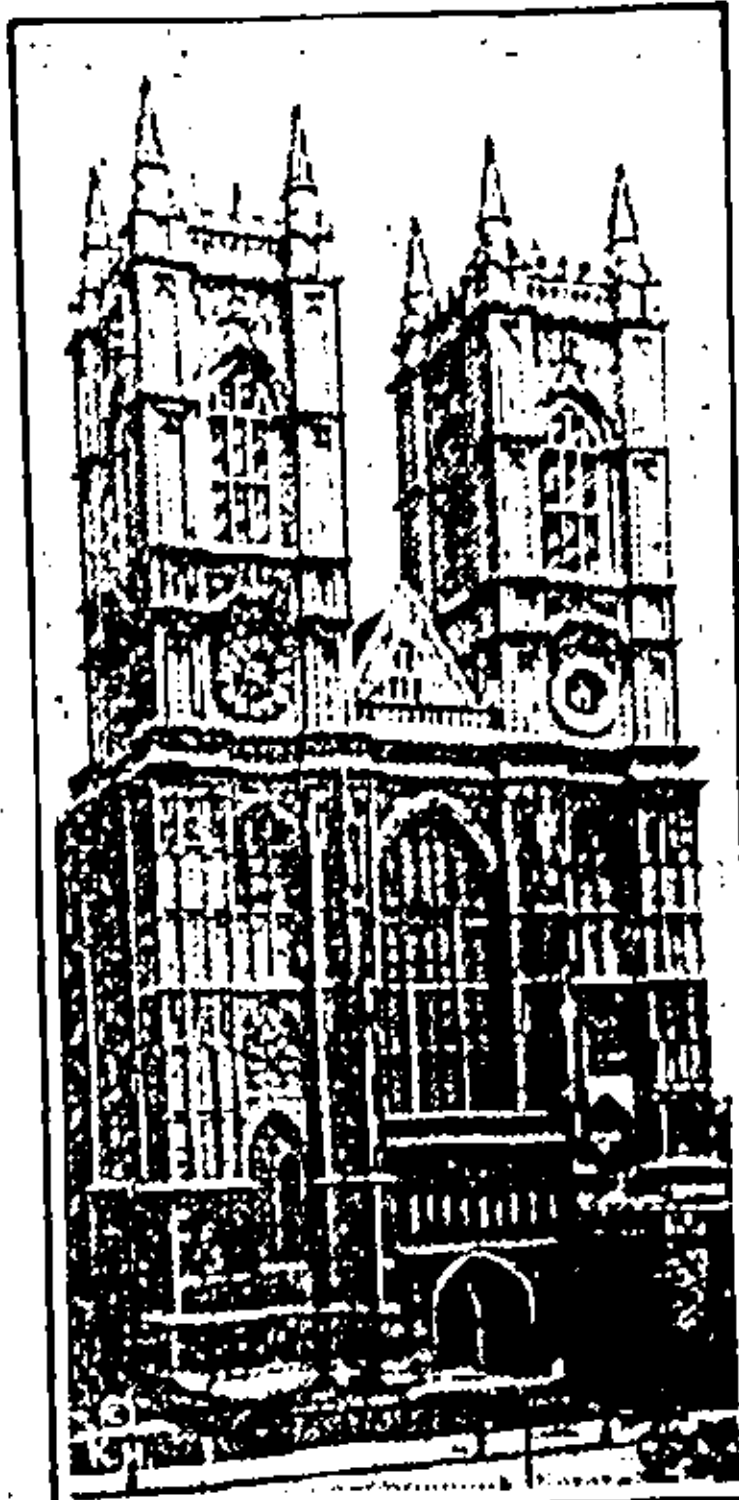
The structure's historic associations, its antiquity and the reverence in which it is held make it the visiting place each year of tens of thousands of persons from all parts of the world.

Westminster Abbey has been called "the history of the English race set in stone." And, truly, there is scarcely a field of thought or of action or a department of science or branch of art which is not represented in its bounds.

No other English church is so closely associated with the national life and history. English Kings since William the Conqueror have been crowned there and the coronation chair, containing the ancient stone of Scone, brought by Edward I from Scotland, still stands in the chapel of Edward the Confessor.

In Westminster Abbey lie the remains of many kings and Queens as well as poets, soldiers, statesmen, theologians, actors, musicians, scientists and other notables of the past.

There Elizabeth and Mary rest in the same tomb. And there, also, are the graves of Mary Queen of Scots, of the statesmen who determined her death and the judge who spoke her doom.



Chaucer, Browning, Tennyson, Wordsworth, Balwer Lytton and Darwin are buried there.

The first church of St. Peter (Westminster Abbey's official name is the Collegiate Church of St. Peter) is said to have been founded by King Sobert on Thornley Isle in 616. Legend relates the coming of St. Peter himself to hallow his new church.

Edward the Confessor, in 1050, began erection of a new church on the present site. The choir and transepts were built between 1245

and 1258. Henry III took up reconstruction of the church in the 13th century, the nave not being wholly completed until the end of the 15th century. The chapel of Henry VII was added in 1502-20, and the west towers in 1722-40, and the north transept was restored in 1890.

In spite of the many interruptions, the abbey's unity of style is remarkable. It shows the French influence on early English style in its polygonal apse and chapels, the loftiness of the nave, and heavy flying buttresses.

The towers measure 225 feet, while the nave is 102 feet, the loftiest in England. The total exterior length is 423 feet and the breadth is 72 feet for nave and aisles and 203 feet across the transepts.

The abbey was heavily endowed and under special protection of the early Kings of England. It was disendowed during the Reformation as a cathedral (1534-50), but was restored by Queen Mary. It received its present organization under a dean and 12 prebendaries, from Elizabeth.

Clara Bow won a beauty contest in Brooklyn, was given a leading role in "Down to the Sea in Ships" and then shoved back into the extra ranks. But it didn't take her long to pull herself out of that class. Adolphe Menjou, Richard Arlen, Gary Cooper, Charles Farrell, Mary Brian, Jean Arthur, Fay Wray, Norman Foster, Frances Dee, Carole Lombard, Lew Ayres, Esther Ralston and Laura La Plante also rose from the extra ranks to the positions of prominence which they now hold.

Then there is the greatest army of all—those who just happened to become stars through lucky breaks. These are the ones who make it impossible to set down any given rules for becoming a star.

Betty Compson became a star largely because she preferred being an extra to going on the stage for a week. While working as a

Norma Shearer worked as an extra in New York before coming here to play the feminine lead in two western films. Irving Thalberg, now her husband, offered her a contract at Universal at that time but she turned it down and continued playing as an extra.

Later she was signed by the old Mayer studio, which now is a part of Metro-Goldwyn-Mayer, where Thalberg is reigning king.

Ramon Novarro was an extra in "The Four Horsemen," the film that lifted the late Rudolph Valentino to stardom. Jack Mullanbach also worked as an extra in the old Edison studio in Chicago.

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SUCCESS IN THE FILMS.

NO RULES CAN BE LAID DOWN.



Norma Shearer . . . rose from the extra ranks.

successful for a while, has passed out of the picture.

Then there are some who claim that the best way of forging ahead is to start in as an "extra." But less than 30 of to-day's notables rose from the extra ranks—and that despite the fact there now are nearly 25,000 persons in those same ranks.

However, the extras who do "arrive," have a pretty good chance of staying on top as long as any film star can. Proof of that came from the \$5-a-day mob.

Gloria Swanson worked as a bathing girl on the old Mack Sennett lot after Cecil B. DeMille told her she never could make good in pictures because of her nose. But Gloria rose to stardom and staved there. Louise Fazenda is another "big name" that spent considerable time in a Sennett bathing suit.

Since the advent of the talkies most so-called experts declare that the legitimate stage is the best highway to film stardom. Yet the number of stage folk who have "flopped" in pictures far exceeds those who have made good.

At present, Ann Harding, Ruth Chatterton, Jack Oakie, Maurice Chevalier, Joe E. Brown, Winnie Lightner and Chester Morris are about the only stage folk still holding the spotlight of cinema fame. A far greater number came out here, stayed for one or two pictures and then hastened back to the footlights. Among them were Harry Richman, Texas Guinan, Irene Delroy, Laura Lee, Marilyn Miller, Irene Bordoni, Rudy Vallee, Hal Skelley, and Al Jolson, though tremendously

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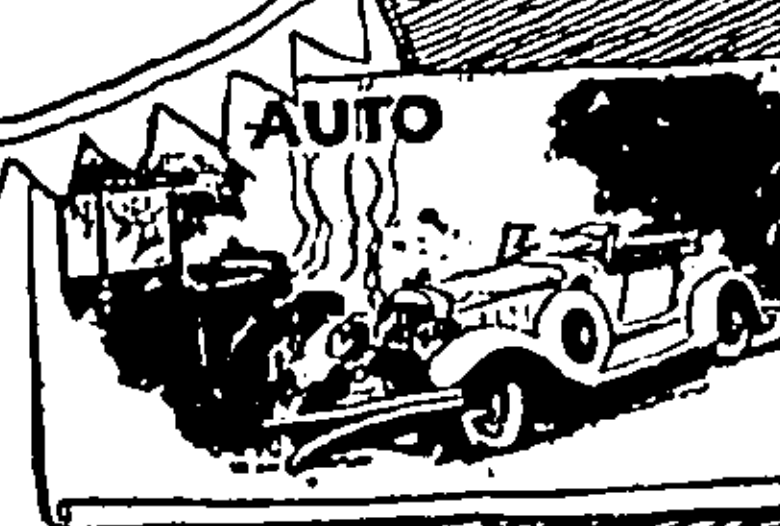


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Greek met Greek in a beauty contest in Athens, and stately Chryssoula Rozl, above, emerged as "Miss Greece." Famed as a swimmer and all-around athlete, she also has vanquished the beautiful-but-dumb theory by earning a degree at a French Lyceum recently. She is to compete for the title of "Miss Europe" at Paris.

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Gypsy Colors in the new Spring Styles



This year, for a change, there is no one red, blue yellow or green favored by fashion, and consequently the smart woman may forget the ensemble idea, and go as far as she pleases in colorful self-expression



I. any party becomes a colorful adventure in this soft tea-rose satin evening gown, whose short sleeves have a distinctly flattering, wide edging of sable-dyed martin.

III. here's a black crepe bolero frock, with gay, Roman-striped silk blouse and a cherry velvet bandeau that has caught the true audacious gypsy spirit.



II. there's something gay and reckless about this demure navy blue dress that splashes its white vestee and cuffs with matching polka dots, finishing with crystal buttons.



IV. a vivid yellow velveteen wrap with a square cape collar flaunts its daffodil gaiety over this crisp black faille taffeta evening gown which features a square decolletage.

THIS spring you can be gay and lovely in the colors you like best. Color is the salient theme of the new clothes. There will be nothing depressing in the spring scene this year where the smart woman is concerned. Her purse may be light, but her mood will be brave, and she will wear clothes in which all colors and color contrasts give her the opportunity of complete self-expression.

Once upon a time the ensemble was the keynote of the wardrobe. We went about looking as though we had been dipped from top to toe in paint tubs of Chanel blue, Patou red or Vionnet beige. The inevitable reaction to this phase is one which demands skill and discretion, but the effect in its final analysis is that of happy accident, of unstudied beauty.

There will be no prescribed color this spring and no prescribed form in which color effects may be achieved.

YOU may wear a pale dress under a dark coat or reverse the order. You may select a bright suit with a still brighter blouse or a dark suit with a bright blouse. You may choose vivid accessories for the practical black or navy costume, and so convert to irresistible gaiety, or accent your colorful costume with touches of black or brown.

For evening the beauty of white lace allows for a hundred modifications by way of colorful accessories, but there are, too, brilliant fruit shades or elusive combinations of gray, yellow, blue and coral to lure you from the conservative paths of other seasons.

You may be demure in the faint pastels of Vionnet or desperately chic in the extravagant harmonies of Scotch plaid or candy stripes, but you will rejoice in the stimulation and magic of color. You will accept the challenge of depressing times through the ingenious use of a tangible rainbow with all its cheering implications.

The costumes pictured here lose some of their charm through being interpreted in black and white. The effect of contrast, however, is quite apparent.

I. THIS evening gown of soft tea rose satin achieves chic in three counts—through the color contrast suggested by the bands of sable-dyed Martin edging the elbow-sleeved jacket; through the diagonal inserts in the softly flaring skirt; and through the addition of the gold skein necklace of Patou, which is an outstanding achievement in new evening jewelry.



IV. shining black buttons and a narrow black leather belt make this white Vionnet frock especially smart for the cocktail hour... and a black and white hat brings more chic.

II. THE yearly renaissance of navy blue finds expression in this charming dress with polka dotted vestee and cuffs. Here the color order is reversed and you have the dark frock with bright touches. This is an excellent and flattering example of the versatile afternoon dress. The quaint waist terminates in a peplum. Egg-shaped crystal buttons add gaiety. The hat with the braided satin coil is from Agnes.

III. CASUAL in feeling yet appropriate to many occasions is this black flat crepe bolero dress. The blouse is of gay Roman striped silk, a fabric which is the natural complement to the classic Spanish bolero. The sleeves of this detachable jacket terminate, as many sleeves do this year, just above the wrist. The dress itself is entirely sleeveless, and the black hat is one version of Agnes' famous "Halo" series. A cherry-colored velvet bandeau gives the inevitable touch of color.

IV. MANY women still repudiate the dramatic sheer crepe frock for five o'clock wear because its uses are so limited. Since color has usurped the position of formal black, the simple white Vionnet dress pictured below presents an ideal solution for the cocktail hour. Its shining black buttons and narrow black leather belt make it especially appropriate for wear under a black coat. The simple lines make this frock suitable for almost any semi-formal occasion.

If white, which is rapidly growing in favor for daylight wear, seems a little impractical, this dress is equally lovely in dusty pastel shades. The Agnes hat of white wool jersey and black satin has a rakish cockade over one ear.

V. THE inevitable high point of every woman's wardrobe is the evening costume. The tried-and-true all black gown, in this instance of crisp faille taffeta, maintains its position this season through the assistance of the colored wrap.

The decolletage of the frock worn by the model (and unfortunately not visible in the picture), is of a square cut terminating in a deep V in the back. The huge collar of the yellow velveteen wrap is adjustable, and may be arranged in any number of flattering ways.

Even shoes this season are aware that two colors are better than one. The sandals worn with this costume are of black more piped in yellow.

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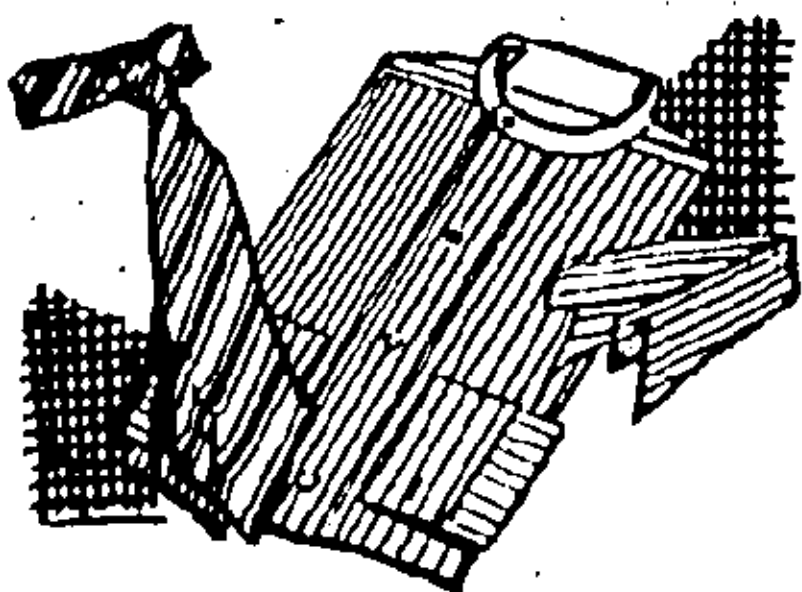
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April 11th. 1931.

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The Royal Navy football team which won the Junior Shield last Saturday by defeating the Hongkong Football Club XI by three goals to nil in the final. (Photo: Mee Cheung).



Picture shows Mr. Tong Shao-yi (central figure with felt hat) entering the grounds of the village school at Tong Ka during the ceremony of his taking up the office of Mayor of Chung Shan District. About 20,000 people assembled to welcome the veteran administrator.



The senior football team of the Royal Navy, photographed after the recent match in which the Hongkong Football Club was defeated by six goals to nil. (Photo: Mee Cheung).



In this photograph, specially taken for the *Telegraph*, are seen the members of the Currency Commission now in Hongkong studying the dollar problem. Left to right:—Mr. P. H. Ezechiel, one of the Crown Agents for the Colonies; Mr. W. H. Clegg, Governor of the South African Federal Reserve Bank, Chairman of the Commission; and Mr. G. L. M. Clauson, of the Colonial Office, secretary to the Commission. (Photo: Mee Cheung).



Pacemaker, ridden by Mr. S. N. Pan, being led in after winning the Union Plate at the Races last Saturday. Backers reaped a dividend of \$164. (Photo: Mee Cheung).

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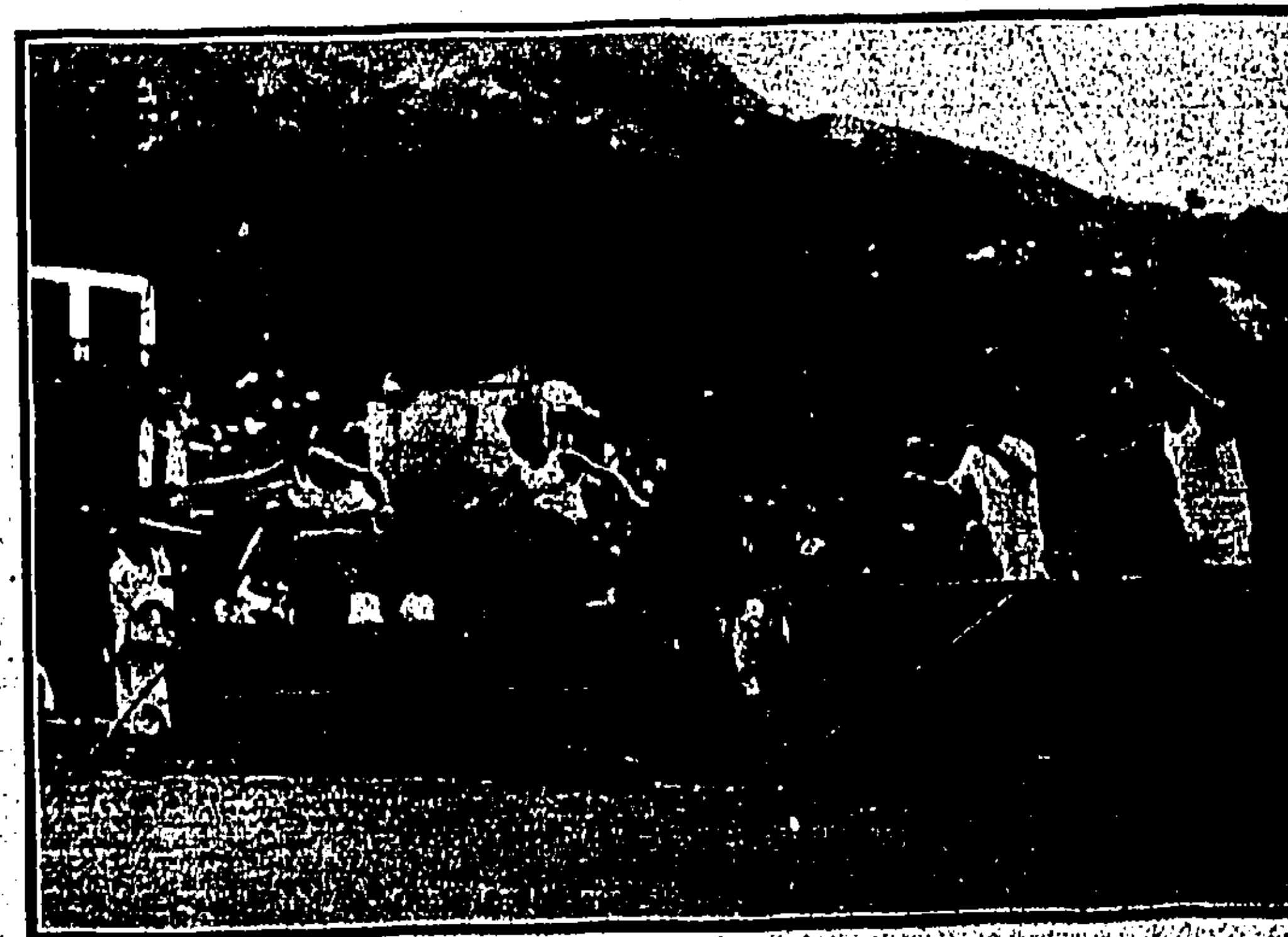
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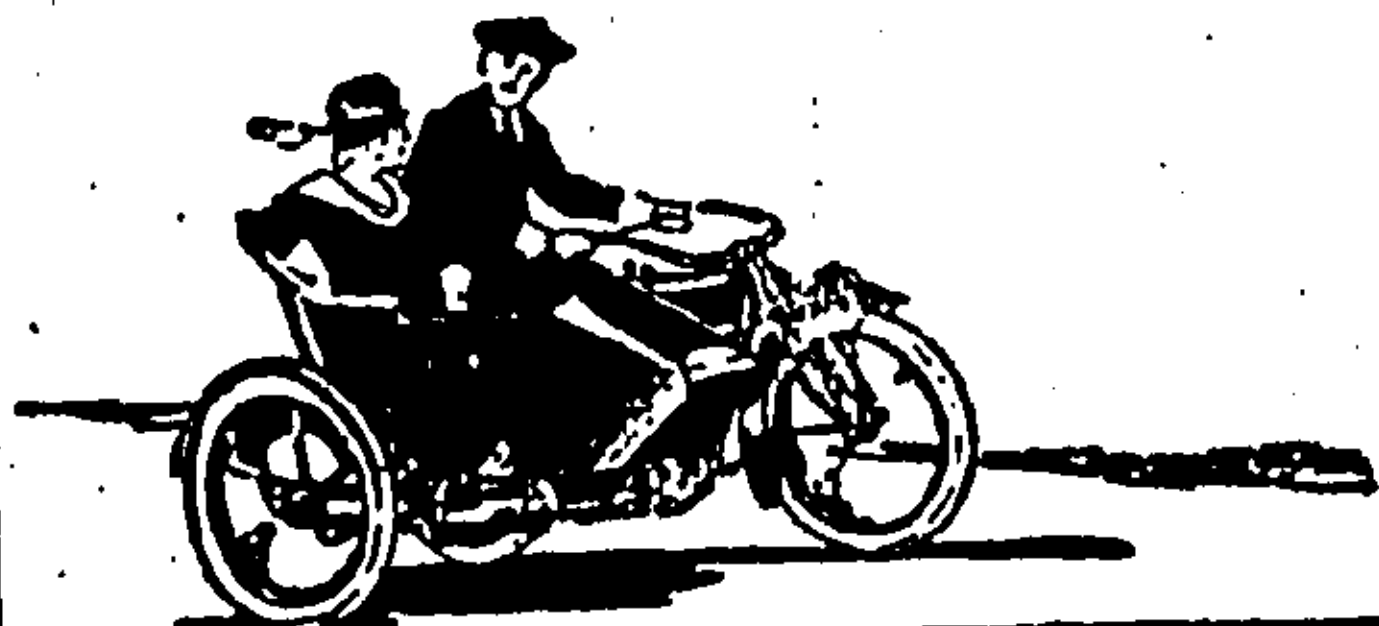


Miss K. Woo, M.B.E., is here seen distributing the prizes at the annual sports meeting of St. Paul's College, which was held on Wednesday of last week. (Photo: Mee Cheung).

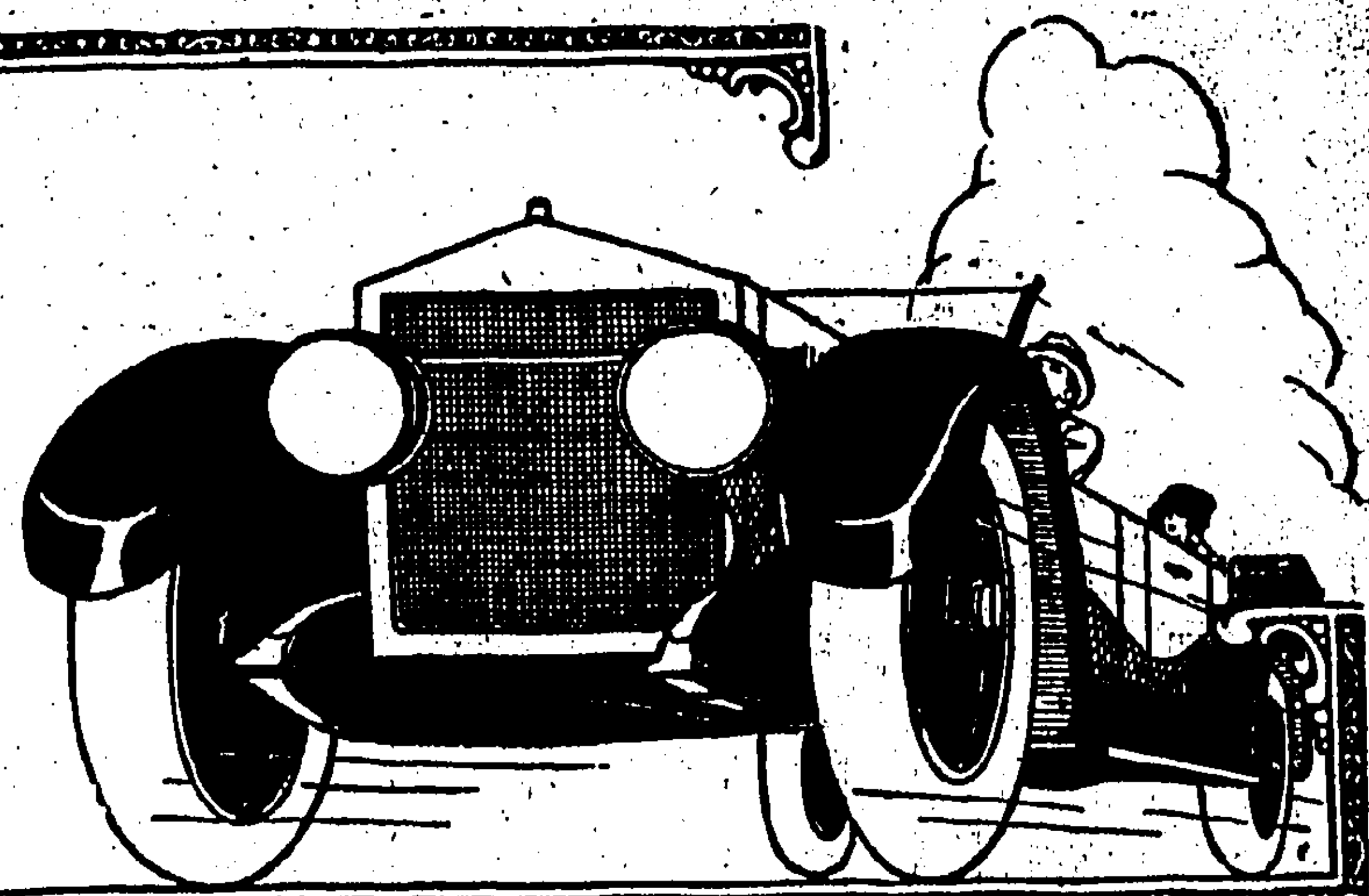


Youthful athletes doing the hurdle race at the annual sports held in connexion with Queen's College recently. (Photo: Mee Cheung).

MOTORING SUPPLEMENT



OF
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CURRENT COMMENT

Diesel Engines.

Elsewhere in this issue, we give an interesting article recording the progress made in employing crude oil engines for road transport, and the success recorded is indeed impressive. Diesel power units have, of course, proved themselves in very way satisfactory for every type of marine engines, from small launches to huge ocean liners. In Hongkong, during the last few years, many have been installed in launches and lighters working on the harbour, and here again, the utmost satisfaction has been given to owners who have scrapped steam power in favour of crude oil engines. One make of engine in particular has become most popular locally, the Gardner, and in to-day's pictorial supplement will be seen pictures taken at the launching of the Sun-U, built to the order of the New Territories Ferry Company, Ltd., by Messrs. W. S. Bailey and Co.

A Staunch Vessel.

The "Sun-U" is an extremely well constructed ship, and came out extremely well during her recent trials, when more than half a knot over the contracted speed was recorded. She is the second vessel built for this Company, and this fact alone, speaks eloquently for Gardner engines, and also for her builders. The Machinery comprises a Gardner Direct Reversible Cold Starting 4-cylinder Crude Oil Marine Engine developing 152 BHP at 320 r.p.m. The engine is started and manoeuvred by compressed air at 360 lbs. per sq. in., the consumption of air being replenished by a small 2 stage air compressor fitted on the engine itself. Electric Light is supplied by a Lancashire Dynamo and Motor Company's Generator driven off the main shaft, charging a set of batteries so that light is available whether the boat is under way or stationary. In addition a small Gardner Auxiliary set is fitted, this engine driving another electric generator also an air compressor for emergency purposes. Likewise a Fire and Bille Pump. The Gardner Engines, L. D. and M. Generators, and Pumps, were supplied by the Agents, Messrs. Dodwell and Co., Ltd., and installed by the Builders. The construction

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Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

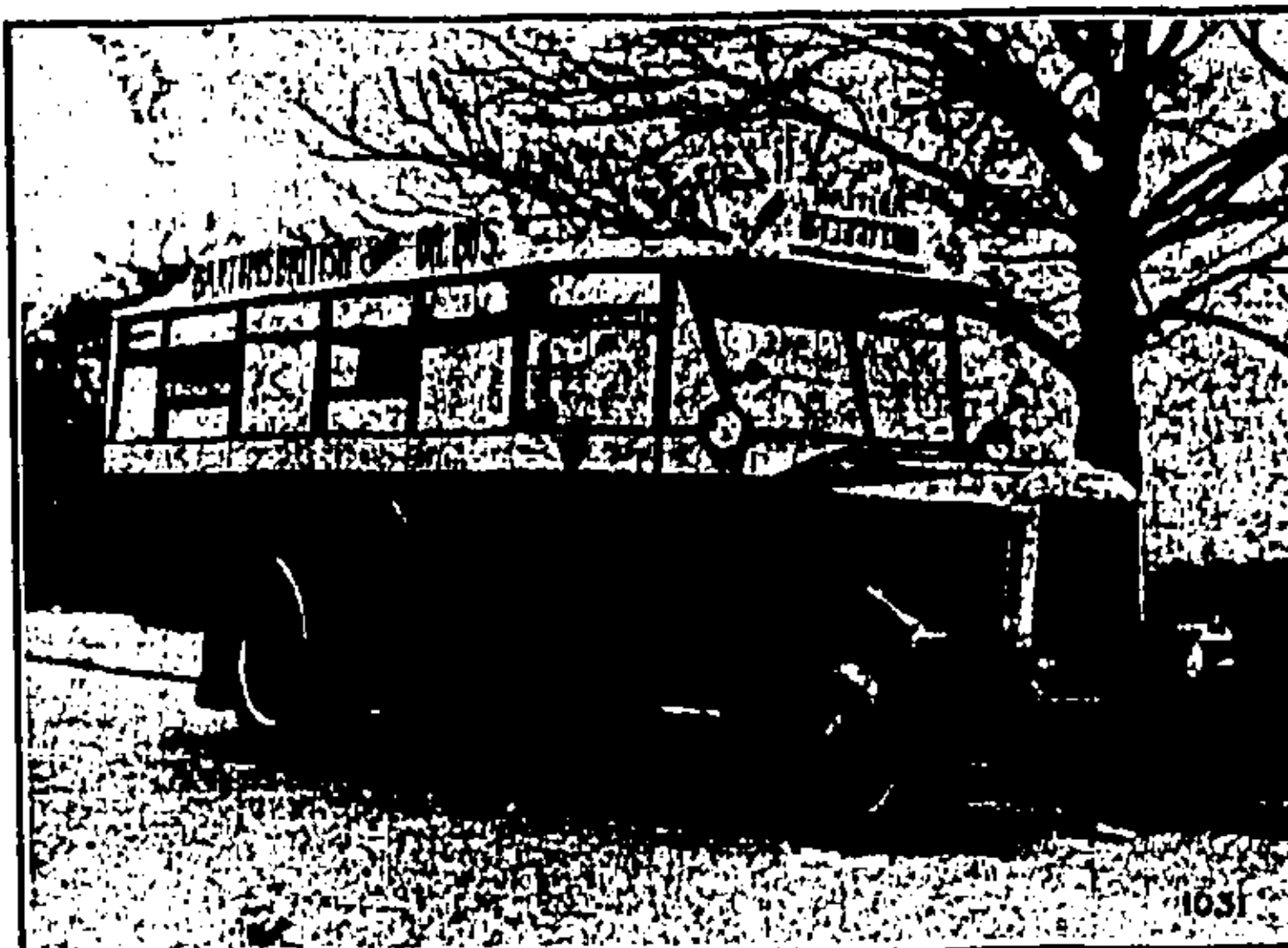
On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car. The record attempt was run on the Monthery track within a few miles of Paris, and the car was a 10-h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

Nevertheless, the little all-British Singer obtained world's records in Class F, covering 4,000 kilometres at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running. Cabling their progress, Mr. Eyston outlined the difficulties he and his fellow drivers, were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense and, to make matters worse, the track became ice-bound.

"Never experienced such arduous conditions. Heavy snow storm, but car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours' driving were required. The feat is all the more meritorious in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

throughout was supervised by Messrs. D. A. Purves and Co., Consulting Engineers for the owners, who were very pleased with the vessel in every respect.

DIESEL ENGINED MOTOR BUSES.



On account of the great economy in running, it is anticipated that Diesel engines will become popular in the future for road transportation purposes. The top picture shows a bus which has completed 55,000 miles for the Barton (Beeston, Notts.) Tramway Company. It is powered with a 38.55 h.p. Gardner engine. The lower picture is of a double-decker used by the Leeds Corporation. It is built on a Crossley chassis and the power unit is a Gardner engine developing 57.80 h.p. These vehicles have proved completely successful.

factor as affecting profits, must be transported half way around the world.

Nearly one-third of the year's inventory consequently is carried on the company's books at all times, as the cycle between contracting for crude rubber in Sumatra and collecting the money from the sale of tyres made from that rubber, covers nearly four months.

Coupled with the matter of large inventories is the fact of wide fluctuations in the price of rubber. Selling at 55 cents a pound in 1914, it dropped as low as 12 cents in 1921, rose to \$1.21 in 1925, to-day is about eight cents. A rising market brings difficulties in financing purchases. A falling market means large inventory write-offs.

Rapid Increase of Rubber Industry

Again, is the circumstance that no industry grew faster than rubber during the period 1910-20. With the dynamic growth of the automobile industry, the public was demanding more rubber tyres than existing factories could turn out. Demand exceeded supply. And when this happens prices and profits inevitably rise.

The situation invited competition and competition came. The number of companies making tyres increased in the ten years from seven to 200. Companies started up which could not possibly survive under any but abnormal conditions. And the depression of 1920-21 drove many of these under-financed, inexperienced, weaker companies to the wall and created intense competition among those who remained.

Turn to 1930 and you will find a repetition of the story of ten years before. The factory capacity of 30,000,000 tyres per year, which had been excessive in 1921, became itself. Tyre business more than doubled in the decade. In

1931 HARLEYS

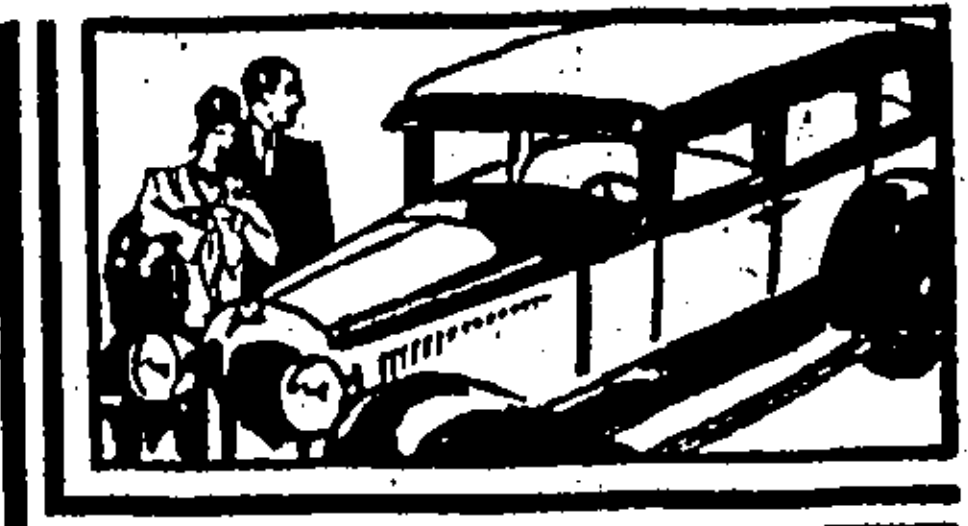
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imum quality is a sound one from the standpoint of the stockholders. The Goodyear company did not believe that the price cut made recently by the industry was justified by production costs, since unit costs rise as volume falls off. It doubted whether the cut would stimulate buying. Tyre prices were already 76 per cent. below pre-war costs, whereas commodities generally were 20 per cent. above 1914 prices. There was no public demand for lower priced tyres.

Nor would a company initiating a price cut reap an individual advantage from it, since obviously every one of its competitors would meet the new schedule. They must do that or see their business taken from them.

For any company to keep its own prices high with the thought of earning a large profit per tyre and thereby increasing returns to the stockholder, would be to grasp at a temporary advantage at the expense of the corporation itself. The result would be to lose business and so impair the value of the stockholder's investment. Directors of a corporation must safeguard the long-time values built into it and not act on motives of temporary expediency.

An alternative that has been actually suggested in public prints that the various companies should get together and fix prices, agreeing among themselves to hold them at a certain level, is equally out of the question. Our whole system of business in America is based on the theory of free competition. An agreement to fix prices would not merely be unenforceable, in case of a lapse on the part of any party to the agreement, but would be contrary to law and subject to prosecution.

ALARMING INCREASE

In 10 years deaths from automobile accidents have increased 147 per cent., according to the U.S. National Conference on Street and Highway Safety.

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NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

EVOLUTION OF TYRES.

Balloons That are Too Well Made: Increase of Industry.

Seldom in the history of business has an industry met the criticism that it made its goods too well or sold them at too low a price, writes P. W. Litchfield, President of the Goodyear Rubber Co.

And yet the charge has been made of late that the rubber industry by cutting prices, has reduced profits that should go to its stockholders. And occasionally the second statement appears that the many improvements in quality have given automobile tyres so much longer mileage that the replacement market is thereby reduced and consequently stockholders' interests are impaired.

Let me point out that no company sells its goods at less than it can reasonably get for them. A corporation is in business to make money. That it should willingly accept small profits or no profits when a fair and substantial income is available for the taking is unthinkable.

Beyond the fact of lower priced rubber and cotton the basic reason for the decrease in tyre prices since October, 1929, is an excess of factory capacity. That condition

has existed before, will exist again. And presently, after a breathing spell the demand for tyres will catch up with supply.

"Community" Ownership of Company Resources.

The number of people who own stock in industrial corporations has grown by leaps and bounds. Twenty years ago less than 100 people owned practically all of the stock in the Goodyear Tyre and Rubber Company. To-day it is owned by approximately 60,000 people. The close contact with the company's activities and problems which was possible to stockholders then, is impossible to-day. A similar situation exists in the case of most large companies. Consequently some clarification of the situation may be useful.

The difficulties of the rubber industry in depressed times are no different from those of other industries, except perhaps in degree. Conditions inherent in the business make it somewhat more subject to ups and downs than some other lines of business. For example, crude rubber, the most vital

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ROAD SYSTEM IN FRANCE.

Romans Highways Being Improved.

GREAT INCREASE IN MILEAGE.

Since Caesar's legions first taught the Franks and Gauls to construct wide, lasting highways in the Roman manner, the roads of France have slowly but steadily increased in number and, particularly in the case of main highways, in quality.

During the seventeenth century the central government at Paris began, for political and military reasons, that network of direct highways to all important frontier towns which has ever since made Paris the unquestioned heart, though not the geographic centre, of France.

Highway construction continued to advance although intermittently, in the eighteenth century. It remained for Napoleon Bonaparte to initiate the really systematic

building and repair of roads which has continued up to current times with undoubted benefit to the French nation.

Since 1900 the road mileage in France has risen more than 20 per cent. and now totals fifteen times the railroad mileage, in which latter field France falls behind only the United States, Canada, India and Germany. Incidentally, there are 6,580,000 miles of highway in the world (of which the United States claims 3,000,000 miles), contrasted with 764,000 miles of railway lines, or 8.6 times more roadway than railway.

France ranks first in Europe when the length of her highways is compared to land surface, having 2.08 miles of roadway per square mile of territory. Great

Britain follows closely with 2.04 miles of roadway while, for contrast, the United States has only 0.99 miles per square mile.

France Fourth in World
Mileage Honours.

In total road mileage France ranks fourth in the world, behind the United States, Russia and Japan. However, in the number of motor car registrations she is led only by the United States and Great Britain and is on the point of displacing the latter country for the honour of second position.

The French roadway system totals 652,000 kilometers, divided in the following proportions:

	Kilometers
National routes	40,000
Departmental	13,000
Vicinal—Main	179,000
Secondary	30,000
Ordinary	330,000

All national highways are paved some 36,000 kilometers being in

macadam, while most of the remainder consists of stone construction except for 100 kilometers in concrete. At the beginning of 1930 about 25,000 kilometers were in good repair, 5,000 in fair shape and 10,000 in poor state.

By the law of April 16, 1930, an additional 40,000 kilometers of departmental and vicinal roads are to be turned over to the national system. The French high-end budget for the fiscal year ending March 31, 1931, calls for an expenditure of \$35,000,000, for these national roadways, or approximately 40 per cent. of total expenditures on all types of roads during the current year.

In years past the central government, the departments and the communes have each borne roughly one-third of the expense for road upkeep. In the future the national budget is likely to cover a growing percentage of highway costs, especially now that the national highway mileage is being doubled.

TRAFFIC CONTROL KIOSK.



Traffic Control Kiosk.—A photograph of the traffic control kiosk, which has recently been put into position at Ludgate Circus. It replaces the temporary structure from which the traffic at this busy centre has been automatically controlled with success during recent months.

PROOF POSITIVE.



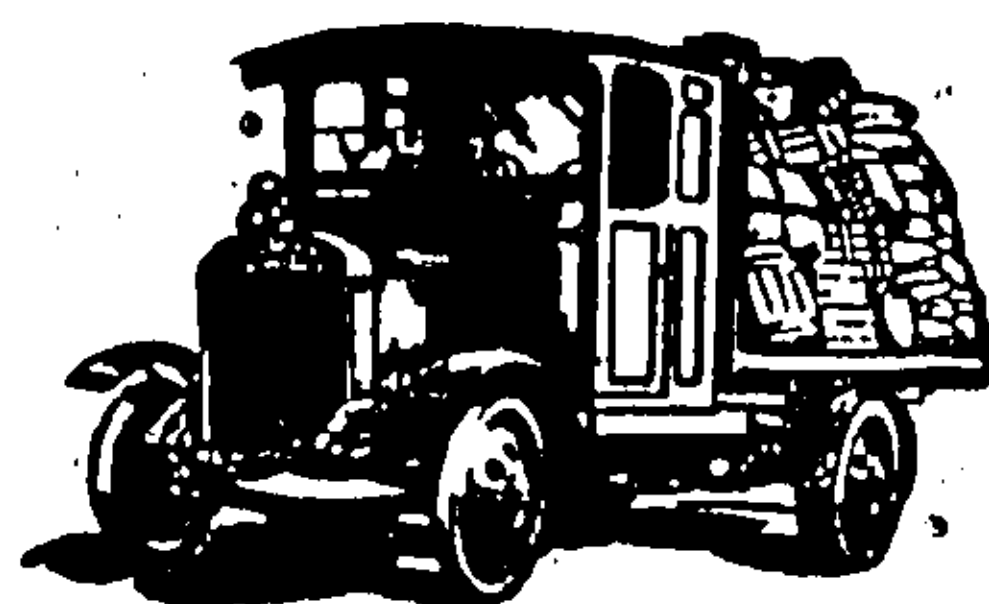
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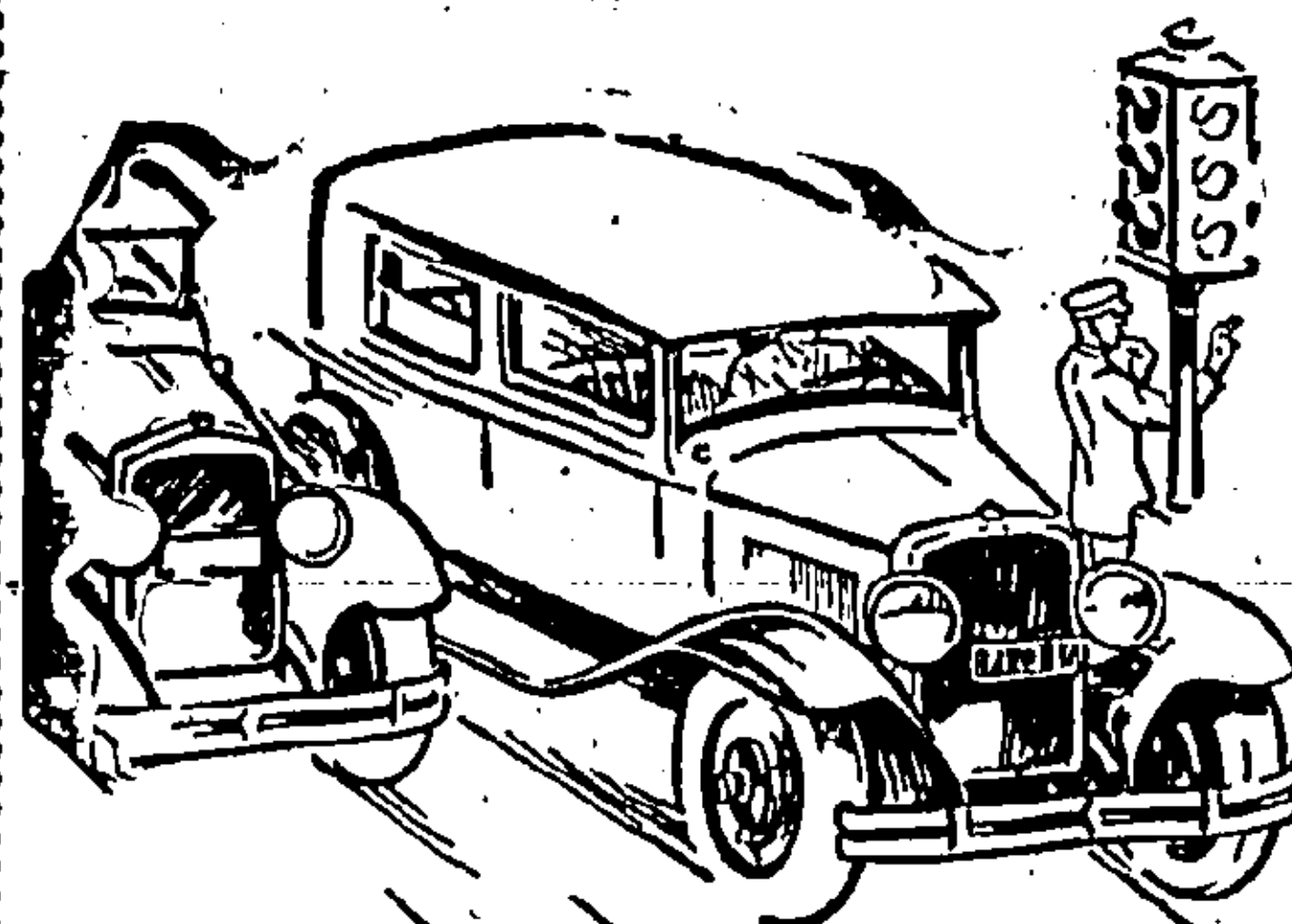
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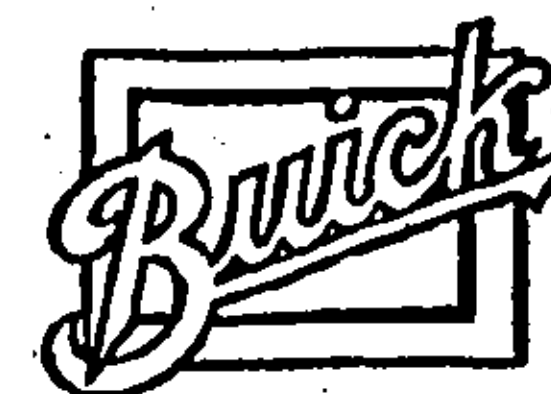


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100 Mile Trial of Gardiner Engined
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IN EVERY WAY SUCCESSFUL.

When the Gardiner-engined Pagefield 6-ton lorry was introduced a few months ago it was fully described in the pages of *The Commercial Motor*. At the time it aroused considerable interest, because it was not merely a conversion of a petrol-engined chassis, but was designed from the start to incorporate an oil engine. The chassis possesses many interesting features, and it is our purpose here to describe the design as evidenced by the performance obtained when subjected to our standard comprehensive road test.

As handed over to us, the NG-type Pagefield chassis had but 50 miles to its credit. A temporary cab was the performance of the 6-ton Pagefield-Gardiner when tested over a hilly course in the Midlands. Marked fuel economy provided, and the load, consisting of ballast boxes and a metal block, was carried upon wooden longitudinal bearers anchored to the chassis. The load was 6 tons 9½ cwt., so that when the driver's and observer's weights are added the machine will be seen to have been laden to full pay load, plus a body allowance.

A British-Built Machine.

The vehicle was taken over by arrangement with Pagefield Commercial Vehicles, Ltd., Leybourne House, Regent Street, Stoke-on-Trent; the factory of which is situated at Wigan. The Gardiner oil engine is, of course, made by L. Gardner and Sons, Ltd., Patricroft, Manchester. A start was made from a garage in Tunstall, and the Autopulse pump was put out of action by disconnection of the pipes. The day's work was carried out using only the gravity-feed fuel tank on the dashboard, so that an accurate check could be kept upon consumption. En route for the open country the vehicle was run on to a weigh-bridge, the figure obtained appearing in the accompanying panel.

Before proceeding further, the ease of starting deserves attention. The water in the radiator prior to the first start was at 45 degrees F., and the air temperature was 54 degrees F. The starting procedure at the beginning only of each day consisted of pressing a button on the fuel pump to lengthen the stroke and then the various cylinders were primed by means of the levers alongside the fuel pump, cylinders two, three and four were decompressed by actuation of the levers on the cylinder heads. The engine was then started by means of the handle, momentum being obtained by decompressing cylinder No. 1 by means of a lever beside the starting handle.

After the second rotation of the crankshaft the first cylinder was put on to full compression and the engine started immediately. When the other three cylinders were brought into action, the engine idled evenly and with little noise. Starting a warm engine involves only decompression and cranking.

Exhaust Gases.

For a few moments the exhaust was tinged with blue smoke, but so soon as the engine commenced pulling under load this disappeared and there was no trace of it again during the day's work except when starting from cold after halting for meals. We paid particular attention to this point when over-running down hills. The evenness of idling is a tribute to the accurate functioning of the governor. It eliminated what is frequently termed "kettle-drum" when the engine was ticking over, thereby making the vehicle indistinguishable in a traffic block from a petrol-engined one.

After checking the weights, the vehicle was driven on through Stoke-on-Trent towards Lichfield, and on an excellent stretch of dead-level road we took the opportunity for checking the braking and acceleration capabilities, the results of which are disclosed in the accompanying graphs. On top gear the speed range was

7 m.p.h. to 26 m.p.h., the higher figure being the limit allowed by the governor, which cut out at 1,325 r.p.m.

The rear-axle ratio on the chassis tested was 6.45 to 1. On this comparatively high ratio the engine showed its capability of hanging on to top gear to a marked extent. Had the chassis covered a greater mile-age it would have given even better results in acceleration tests, as the gear change would have been more free.

Sweet engagement was obtained at all times with the 16½-in. cone clutch, the frictional area of which was 140 sq. ins. Its stop was very effective.

For the braking tests, both the pedal and lever were used, the hand brake being regarded as the service one on account of its operation on the rear wheels, but, of course, the foot brake was used at other times momentarily to check the machine. Both brakes worked smoothly and had ample power. It was possible to lock the rear wheels by their application, but, of course, this was carefully avoided during braking tests. The roads were wet, following recent rain, but sudden braking caused no tendency to slide-slip.

Indirect Gears.

Following these tests, we continued on the road through Stone and Rugeley to Lichfield. On the gradients on this route third gear was called for occasionally, but the good top-gear pulling powers made it unnecessary to use indirect gears with any frequency. A point of note is that dogs are employed for the third and direct gears, which are, of course, those most frequently employed. This facilitates gear-changing and should make for longer life of the third-speed gearwheels.

After a halt for food at Lichfield, a restart was made, the engine being practically cold, two revolutions of the crankshaft sufficed, the cylinders were not primed. The route then lay through Macclesfield, Brownhills, Cannock, Newport, Market Drayton, Loggerheads, Whitmore, to Newcastle-under-Lyme and back to the garage at Tunstall.

The long and trying three-mile climb up to Loggerheads gave ample opportunity for checking the cooling capabilities of the radiator, which operates without the aid of a fan, thus simplifying the maintenance problem. At the top of the ascent the water in the header tank was at 194 degrees F. When checking the temperature we noted a useful point, viz., that replenishment can be made from a bucket owing to the large size of the filler cap. This is of the type held by two butterfly nuts, and has no screw threads to become crossed.

The course was, roughly, a triangular one. Therefore, the very high wind encountered throughout the day, served both to help and to hinder the vehicle in its progress. On the second side of the course it was much more of a hindrance than a help.

Throughout the day the cruising speed was in the neighbourhood of 25 m.p.h., and the average speed worked out at 18.8 m.p.h. About 40 miles were covered in darkness, and the efficacy of the standard electric lighting system was thoroughly proved.

Fuel-Consumption. At Whitmore the gravity-feed fuel tank ran dry and it was replenished. The engine was re-started and the final stage of the journey begun. On arrival at the garage at Tunstall the tank on the dash was drained and its contents measured. The consumption rate was 13.3 m.p.g., and the gross ton-miles per gallon 143.64. It is interesting to note that this figure, which was obtained with a brand-new machine, is over 13 gross ton-miles per gallon in excess of the maker's claim. During the run there were 23 vehicle stops, so that it will be appreciated that the day's work was truly representative of the work to which the Pagefield

would be subjected by a haulier. The conditions were very far from ideal. The result of the fuel-consumption test is highly creditable. While on the question of fuel it is interesting to note that the standard tanks give a range of about 530 miles, so that the haulier would be able to carry out the longest runs without risk of running short of oil. At this time the point is of some moment owing to the fact that widespread distribution is not yet arranged by the fuel companies. If a 40-gallon drum of fuel were carried as spare the vehicle could do well over 1,000 miles without the need for finding sources for replenishment. There are, of course, fuel depots in many large towns to-day, so that the risk of being stranded is, with the Pagefield, not worth consideration.

Next day the cold starting was again proved to be satisfactory and the vehicle was driven to Kidsgrove Hill. Stop and restarts were made at three points in the climb, one of which was on an acute bend having a gradient of about 1 in 6. To render matters more difficult, the start was effected with the front wheels on full lock. The engine was capable of starting the gross load of 10.8 tons on this hill with absolute ease on first gear. At the other

points in the climb a restart was made on second gear (10.35 to 1). The clutch took up the drive smoothly and there was no tendency of the frame to "buck" as the wheels began to drive.

From the driver's point of view the Pagefield NG model needs very little understanding. There are, of course, the usual gear and brake levers and the customary three pedals, the accelerator being placed to the right of the clutch and brake pedals. The steering wheel and column are absolutely free of all controls. On the dash there is a regulator for the temperature of the air passing into the cylinders, this is only attended to a few moments after starting from cold when the engine begins to warm up, otherwise it is disregarded. There is an engine-stopping lever and a switch for the Autopulse fuel pump, which is electrically operated. Normally the running is done upon the main tank, the fuel being fed to the Bosch pump by the Autopulse. The gravity-feed tank upon the dash is usually kept in reserve.

Consideration for the User. A novel feature of the Pagefield chassis is the use of horizontal reinforcing plates above and below the frame flanges, while a feature which is certain to appeal

to discerning lorry users is the fact that the brake look-up mechanism is instantly accessible, the rods of the hand-operated system are outside the frame and comparatively low down, whilst the adjustments can be reached below the chassis, even in the case of the external-contracting brake upon the propeller shaft.

The rear axle, too, is unusually accessible, all moving parts can be taken out while the wheels are on the ground and without the need for using a jack. Engine accessibility has been well studied. The atomizers can be removed as easily as sparking plugs. Removal of a cylinder head causes the valves to come out at the same time, giving access to the interior of the cylinder and to the top of the piston.

Valve-tappet clearance is adjusted on the top of each cylinder after a cover plate has been removed. The crankcase is of the skeleton type enclosed by covers, their removal reveals the crank and other working parts. In brief, our impression of the Pagefield-Gardiner lorry is that of a solidly constructed goods vehicle capable of putting up a high average speed, and the fuel cost per mile places it in the forefront of oil-engined goods-carrying machines.

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ON MICHELINS

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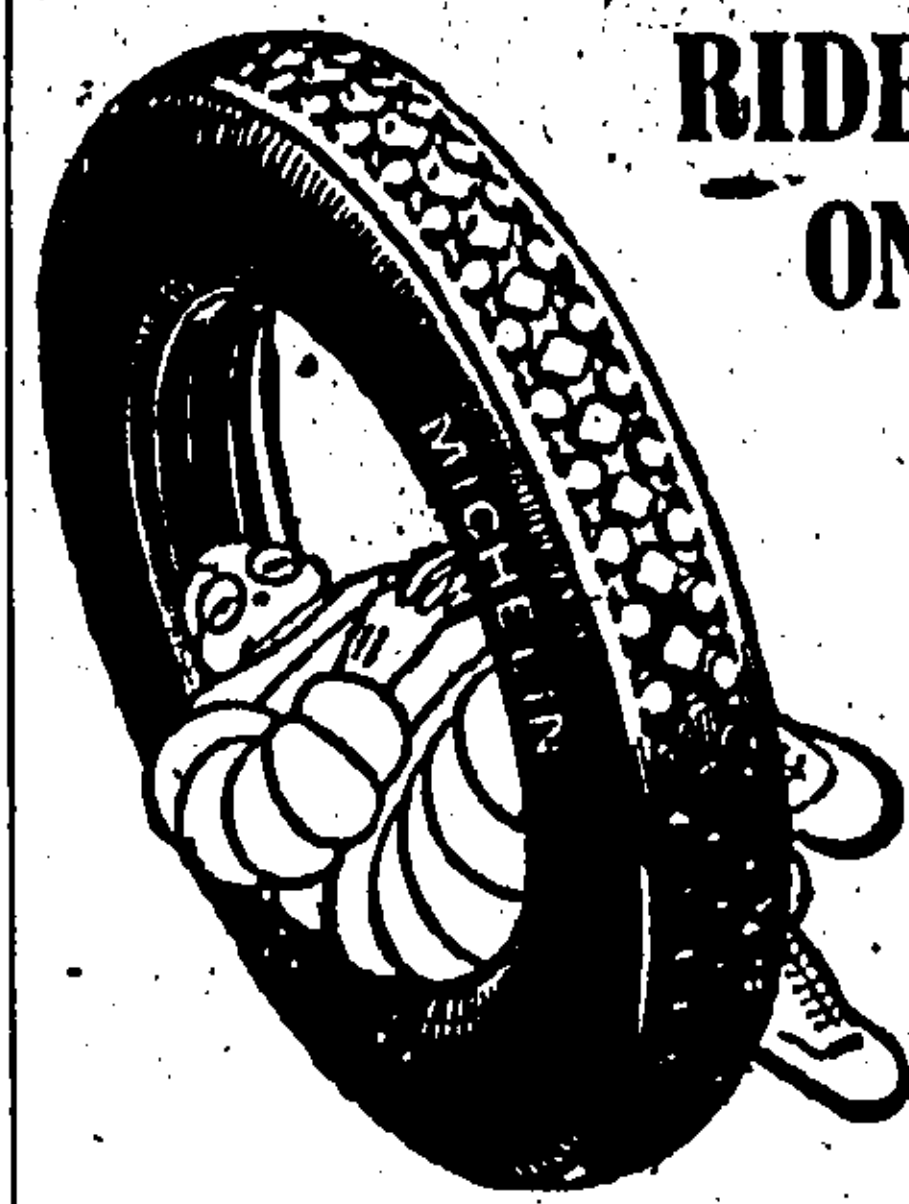
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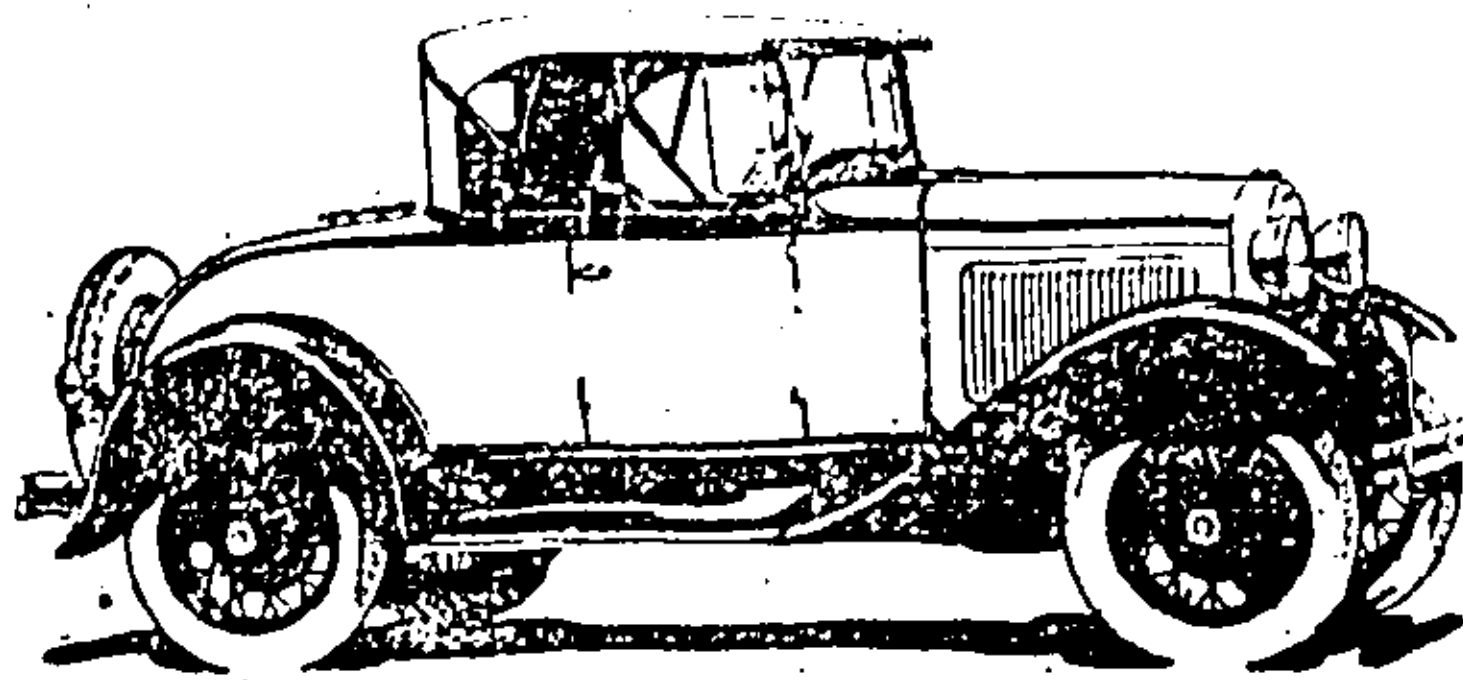
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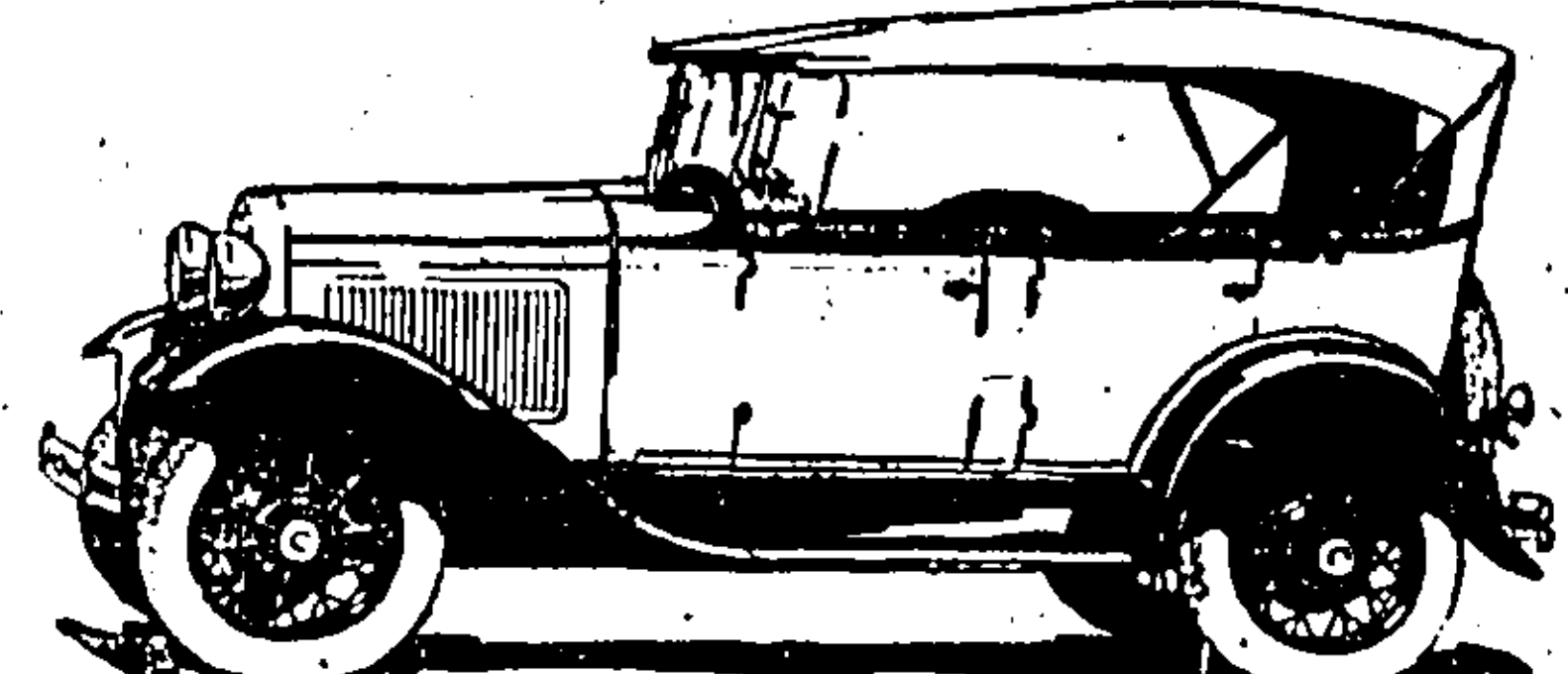
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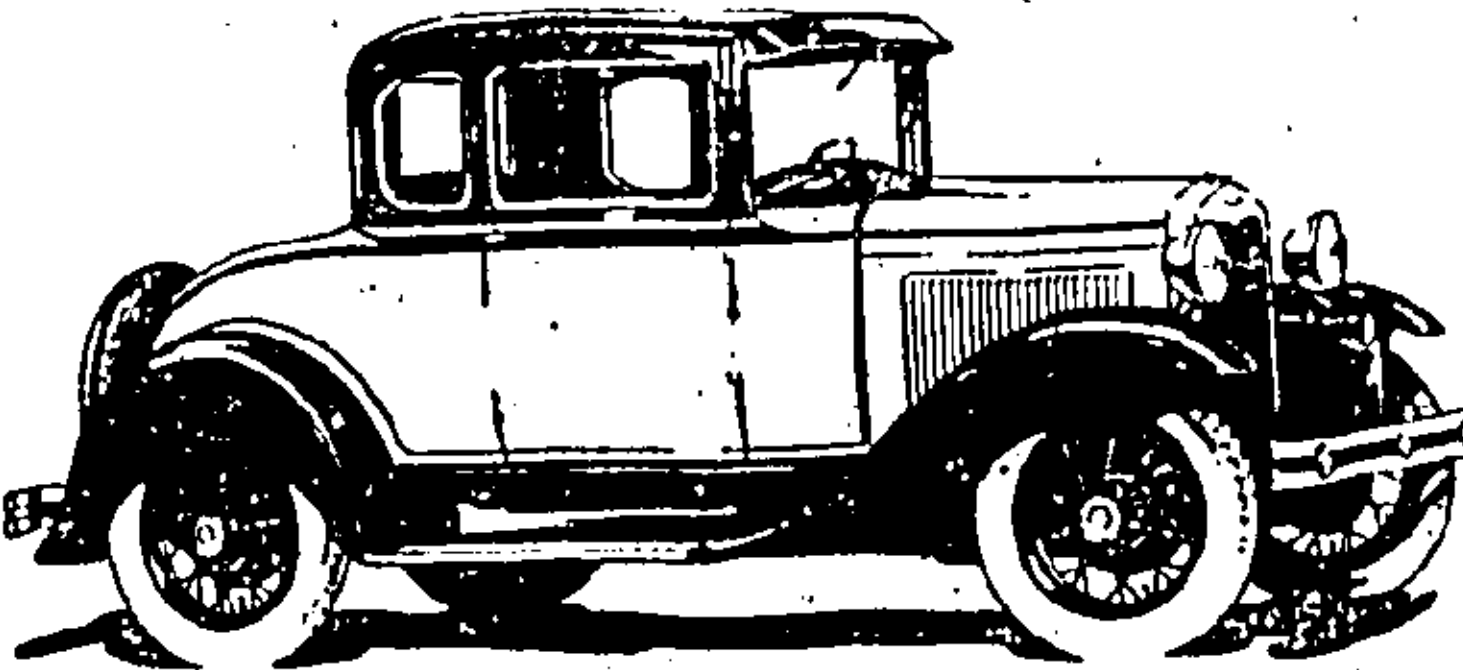
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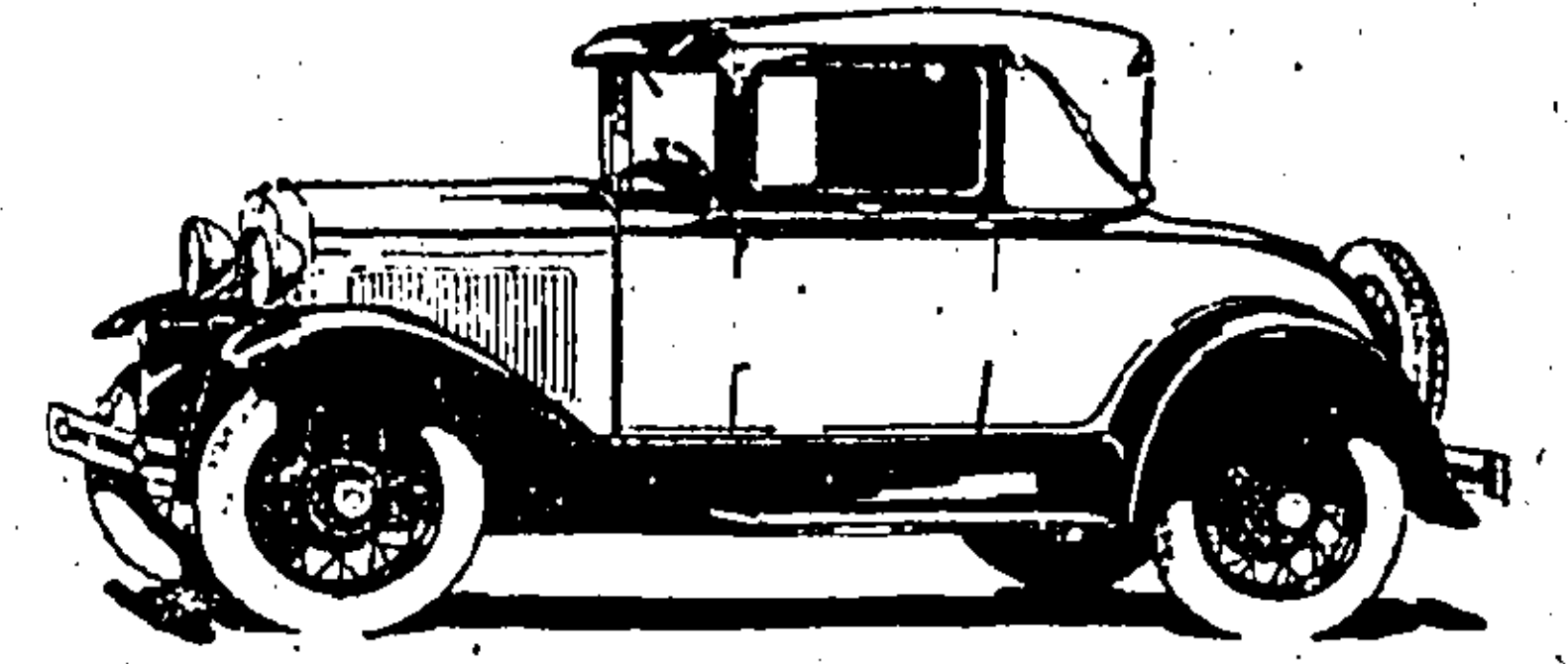
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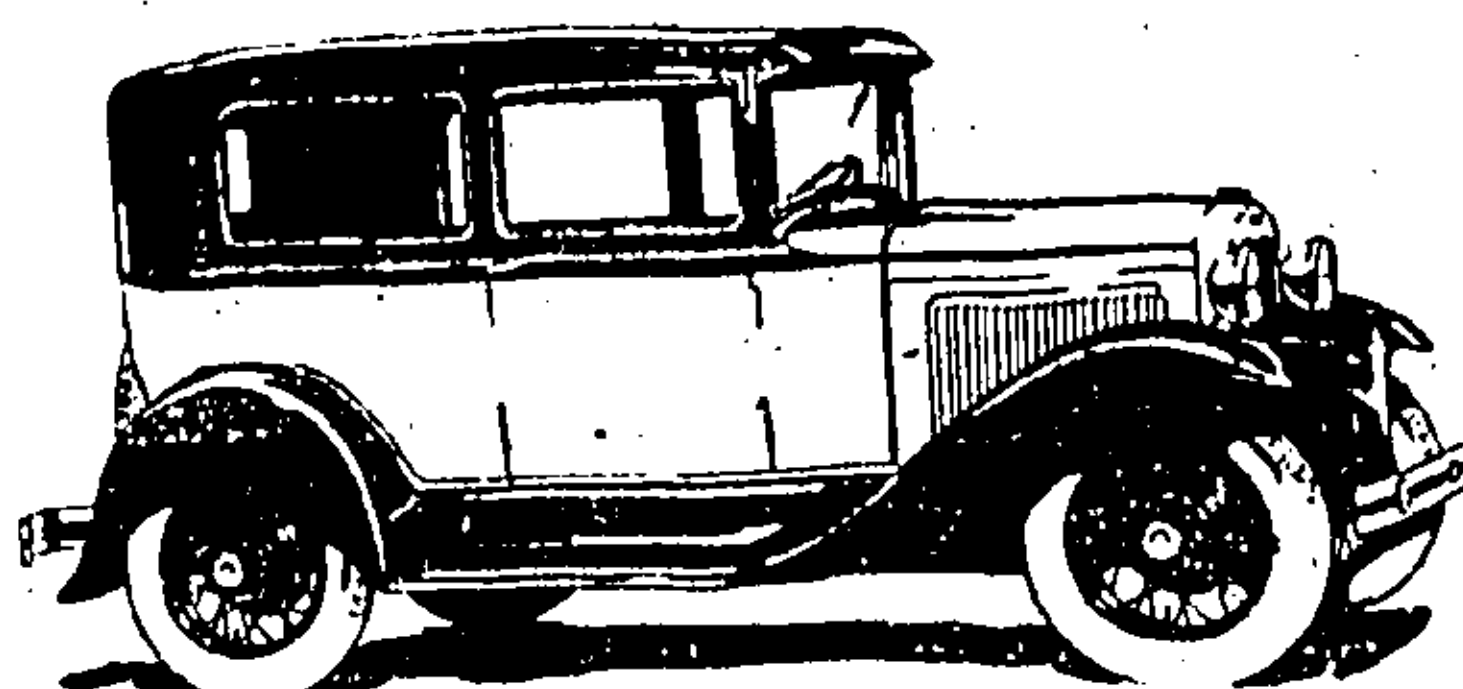
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Quick acceleration

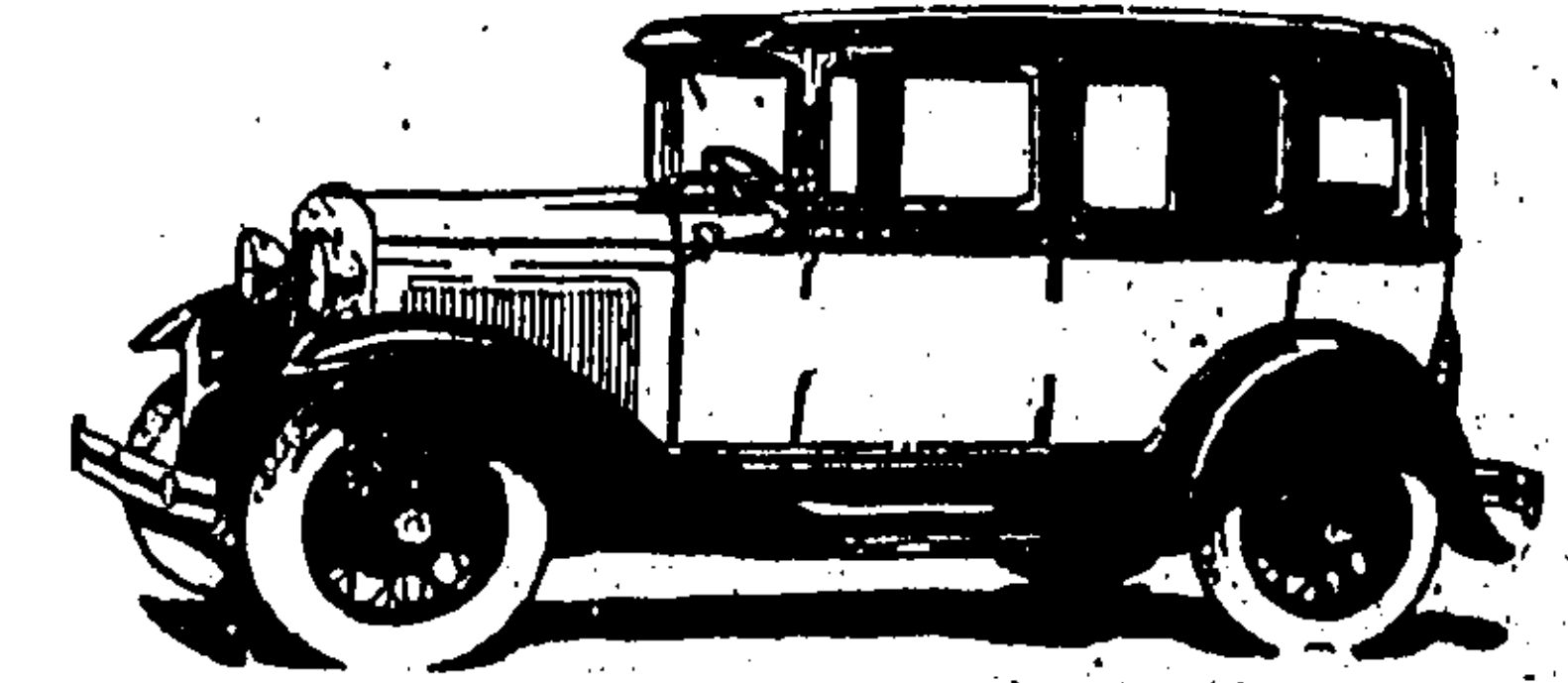
Fifty-five to Sixty-five miles an hour

RELIABILITY AND LONG LIFE EASE OF CONTROL
LOW FIRST COST LOW COST OF OPERATION AND UP-KEEP
GOOD DEALER SERVICE AFTER YOU BUY THE CAR



The New Ford Tudor Sedan

An ideal family car. Especially suitable for families with children.



The New Ford Town Sedan

For those who desire a small but high-class car with many comforts and refinements.

Ford produced 43.5% of total world output of American motor car industry during first 10 months of 1930. In 1929 it was 31.2%.

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VISION ON THE ROAD.

Strain of Driver's Eyes: Experiments by the Subject.

Few sections of the new regulations made under the Road Traffic Act, 1930, have aroused so much controversy as that which makes it incumbent on licence holders to sign a declaration of their standard of vision. Yet, on the face of it, the declaration appears to be very harmless. Applicants for a licence are merely required to answer the question: "Are you able to read at a distance of 25 yards in good daylight—with glasses, if worn—a motor car number plate containing six letters and figures?"

Thus, motorists are asked to test their own sight. In the majority of cases the task may present few difficulties. However, there are factors which it would be well for licence holders to bear in mind.

A number plate bearing this symbol—LT 1010—may be read at 25 yards in good daylight. Under the same conditions a number plate bearing a different symbol, such as EP 3856, may not be read by the same person. Letters such as B, G, M, and L, prove very much more difficult to read than such letters as A, J, I, and T, of the same size. Similar variations occur in the case of numbers. Before confidently answering the statutory question, motorists whose vision is defective would be well advised to test their sight on more than one number plate. If they have any doubt at all about their ability to pass the test, a wise plan would be to visit an optician or oculist and obtain glasses which increase the vision to a standard that is unquestionably higher than that implied in the test question.

A Very Limited Test Which Can be Applied.

The rough-and-ready test implied in the new declaration only reveals a part of the visual condition of motorists. It merely provides a very approximate measure of "central vision." The image of a number plate 25 yards away covers only a very small area of the eyes' sensitive receiving screen, the retina. Normally, the two eyes are capable of appreciating the presence of objects distributed over a wide area. When the possessor of a pair of normal eyes looks directly at an object straight in front of him he sees that object in detail, but he is also aware of objects above, below, to the right, and to the left of the central object fixed by

his eyes. The total extent of a normal area of vision is 90 degrees outwards, and in the other directions it is only limited by the eyebrows, nose and cheeks.

The existence of a wide area of vision is constantly utilized by drivers of cars. The peripheral parts of the area are comparatively useless for observing detail, but are of great value for detecting the movement of objects. When driving, the gaze is commonly directed to some point on the road in front of the car. The top of another moving car proceeding along a cross-road at right angles, for example, is first perceived on the peripheral part of the field of vision. Instinctively either the head and eyes, or the eyes alone, are turned so as to bring the moving object into the central part of the field of vision, where its details can be appreciated.

If the area of useful vision is reduced the capacity for appreciating movements of objects away from the direct line of vision is reduced. Unhappily, this reduction in the area of vision is not uncommon, yet the test implied in the new regulations does not reveal the subnormal visual area. The ability to see detail is not necessarily proof of the possession of a wide area of vision. Some authorities express the contention that a seriously diminished area of vision is a greater handicap when driving a car than a diminished ability to recognize detail, with a normal ability to appreciate objects in the peripheral parts of the area of vision.

This area of vision can be ascertained without any difficulty by a test made as follows. Two people are necessary. Both stand in a good light, facing each other. A places his hand over the right eye; B places his hand over the left eye. The uncovered eye of each person looks fixedly at the other throughout the test. One of the two persons then takes a small piece of white paper, holds it midway between them and moves it up, down, sideways, and obliquely, until the limits of visibility are reached in all directions. If the field of vision of both persons is normal the limits of visibility should approximately coincide. Any considerable reduction is at once apparent and should suggest the need for a specialist's examination.

The number plate test can be passed by a person having a blind eye, providing the central vision of the remaining eye has more than 50 per cent. vision. Yet one-eyed vision is a serious handicap in the judgment of speed and distance. Two-eyed vision provides a more accurate idea of distance and "relief."

The Effect of Fatigue and Visual Non-co-ordination.

Normally, the two eyes work together in perfect harmony. Impulses are sent to both and are responded to equally and simultaneously by both organs. In a great many cases, however, this co-ordination between the two eyes is faulty. One eye tends to lag behind its fellow, and supplementary impulses must be given in order that actual squint does not develop.

It is when a person with defective co-ordination is fatigued that the latent tendency to squint becomes manifest. Momentary periods of double vision are experienced. Although the result is not discomfort and confusion quickly arouse the instinctive desire for single vision and the eyes return to their normal relationship, even the momentary disturbance of vision can have disastrous effects on driving efficiency when travelling at high speed. The number plate test fails to reveal any such tendency to latent squint.

Another eye defect against which motorists should be on their guard is night blindness. Though comparatively rare, it is a grave impediment to safe driving when the illumination is poor.

Colour blindness takes a number of forms. Contrary to a popular belief it does not imply blindness for all colours, but merely an inability to distinguish between certain colours. Red and green blindness are the commonest defects. Any driver who suspects his colour vision should obtain the collaboration of someone whose colour vision is known to be good, and then practise naming differently coloured lamps under varying conditions of illumination.

In more than 95 per cent. of cases of defective vision properly prescribed and fitted glasses will give the equivalent of normal sight. In the majority of cases where the eyes are incorrectly co-ordinated, even when the actual vision is quite good, glasses will remedy the defect and thus prevent those momentary but highly dangerous periods of visual confusion, which, by the way, are apt to occur during time of acute stress or emergency.

Drivers who need to wear glasses should use wide-angle lenses, fitted as close to the eyes as the lashes will allow, so as to

BATTERY "DON'TS."

Suggestions for Keeping It at Strength.

VALUABLE HINTS.

Sulphuric acid is much heavier than is water, and as a solution of sulphuric acid and water (as the electrolyte) will be heavier than water, and the greater the proportion of acid to water the heavier will be the solution.

When the electrolyte is first poured into the battery, much of the sulphuric acid will be absorbed by the plates, and so the electrolyte becomes lighter in weight, the proportion of acid to water becoming less. As the battery is charged, however, the sulphuric acid is thrown out of the plates and into the electrolyte again, thus making the electrolyte heavier. As the battery is discharged the acid will again be absorbed and the electrolyte become lighter. Filling with distilled water is extremely important if the battery is to have a long and efficient life.

Do not attempt to test the battery after filling with water.

Never put acid into the battery. A storage battery can only be charged by a direct current, and when charging the positive wire of the charging current must be connected to the positive of the battery, and the negative to the negative.

The voltage of the charging current should be somewhat greater than that of the battery, while the amperage should not be above one-tenth of the capacity. When a battery is charged or discharged very quickly it will overheat, and this over-heating may result in the plates warping. When the plates warp the paste will fall out of the grids. Not only will this prevent the battery from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly. Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly, do not use the starter for a long time.

Keep your battery clean. If the smallest quantity of iron or copper, etc., gets into the battery, an iron or copper sulphate will form on the plates and so make them inactive.

Do not leave a battery standing in a discharged state for any length of time.

It is a good practice to wipe the terminals with a cloth on which there is a little vasoline. Acid must never be put into the battery. If the electrolyte is spilled by accident, the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you.

When you disconnect the battery wrap the terminal wires in insulating tape.

According to reports from the United States there will be a general reduction of car prices early in the present year.

GRUELLING TEST.

Over the Top with A Thornycroft.

WELSH CLIMB.

The driver of a Thornycroft 2-ton van in the employ of Messrs. Allen-Liversidge, Ltd., the well-known lighting engineers, of Liverpool, was given orders to convey a load to an out of the way village in North Wales.

Nearing his destination, and enquiring his route, he was misdirected along a lane which became narrower and steeper as he proceeded until it deteriorated into a rough single track, leading eventually into the famous Bont Newydd Hill. Having arrived so far, the driver had no alternative but to tackle this mountain track, which has a wide reputation as an official test hill for motor cycle and car reliability trials, and a sinister one at that for weeding out the unfit. The hill has two actual bends with ditches on either side, and a gradient of 1 in 5, but the driver's confidence in his Thornycroft was completely vindicated, for the vehicle set its teeth, so to speak, in first gear, and made a non-stop climb right over the top with its load of approximately 35 cwt.

The driver had the satisfaction of learning he was the first to climb this Bont Newydd Hill on a commercial vehicle, and sent the manufacturers a most appreciative letter certified by the signature of a witness who was present, to express his appreciation and astonishment at this outstanding performance of his Thornycroft vehicle.

preserve the peripheral parts of the visual field, and so to give clear, undistorted vision when the eyes look through the lenses obliquely. Opticians can now supply such lenses made of unimpeachable glass.

AMERICA'S NEW FAD.

"Baby" Car Becoming Popular.

"AUSTIN'S FOLLY."

The little motor car that, on its introduction in the United States was humorously nicknamed "Austin's Folly," bids fair to be renamed "Austin's Victory."

It has struck the market at a psychological moment when Americans are not averse to saving their dollars. Even the familiar statement that petrol is so cheap in the United States that there is no need to save consumption has lost its force to-day.

Running costs, garage space, and all the incidentals of owning a motor car have become a consideration to workman and millionaire alike. This, no doubt, explains why the demand for the little machines exceeds the output.

Known as the "Bantam," this little car of English origin advertises itself. The newspaper with which it is associated can be seen almost everywhere without a reference to the "Bantam." The strong man in a red cap capable of lifting it on one hand with his arm out straight. Made to accommodate only two, instead of four people, it is the lovers' "locomotive."

Enterprising manufacturers buy the "Bantam" point on it an advertisement of their product, and despatch the tiny vehicle around the country. Its present novelty in the United States attracts all eyes. Cinema proprietors install a "Bantam" in their foyer as an attraction equal to the title of their latest film.

It is Hollywood's new favourite. The rising "star" sits on top of her "Bantam," and is duly photographed. It is handy. It slips easily in and out of the garage—where it frequently rests beside a big brother—and it also climbs Californian mountains.

In New York and Chicago it is helping to solve the parking problem. Women who come shopping at the big department stores can manoeuvre the "Bantam" with the maximum of ease.

While the American bricklayer can be seen going off in his miniature car to his job, millionaires are frequent purchasers. Rich people can keep a stock of them as runabouts for their guests.

The business man who is a golfer is buying the small car to take him to and from the links. It is easily handled in a minimum of time. Undergraduates, both male and female, have their "Bantam." Indeed, the ubiquitous little car is popping up everywhere. In these days when every American family regards a wireless set and a motor car among life's necessities, the miniature two-seater offers a bargain.

GENESIS OF MOTOR ACCIDENTS.

Capacity of Four-Lane Roads as Against Two Lanes.

Most of the automobile accidents happen to a very small group of people. The reason why just a few persons are accident-prone can be found, and by instruction in safety these drivers who are especially susceptible to disaster can often be made even better than the average.

Thus is summarized a report which has just been made to the highway research board in annual meeting at Washington. It represents a review of the conclusions of recent accident study and was presented by Mr. Sidney J. Williams, of the National Safety Council.

A Novel Diagnosis.

The lack of a will or desire strong enough to prevent the accident was said to be the most important of the causes that result from human failure. This cause includes recklessness, intoxication, preoccupation, excitability and temporary distraction, it was explained. Other causes were said to be ignorance, meaning lack of

knowledge or skill, and physical and mental deficiencies.

Although most of the accident-prone drivers can be corrected, there is "a certain percentage of the population, probably extremely small, that cannot possibly be made into safe drivers" the report said.

The results of a new form of research was presented to the engineers from all parts of the country by Dr. A. N. Johnson, of the University of Maryland. Dr. Johnson has found the number of automobiles a highway will hold, meaning the greatest number of cars that can pass a fixed spot on a road in an hour without congestion.

Congestion on Highways.

He has found that a two-lane road is free of congestion up to 1,000 vehicles per hour, while a three-lane road is uncongested up to 1,800 vehicles and is congested less than one-fifth of the time up to 1,900. Observers on a four-lane road counted as many as 3,228 cars an hour. No greater number passed the concentration point was not reached.

LAYING UP CARS.

"For Economy's Sake" Not Economy."

WASTE OF TIME.

Interviews with motorists who have laid up their cars have disclosed, after due consideration, that what they were told they would gain in theoretical savings as regards wear and tear was wrong, as more money was

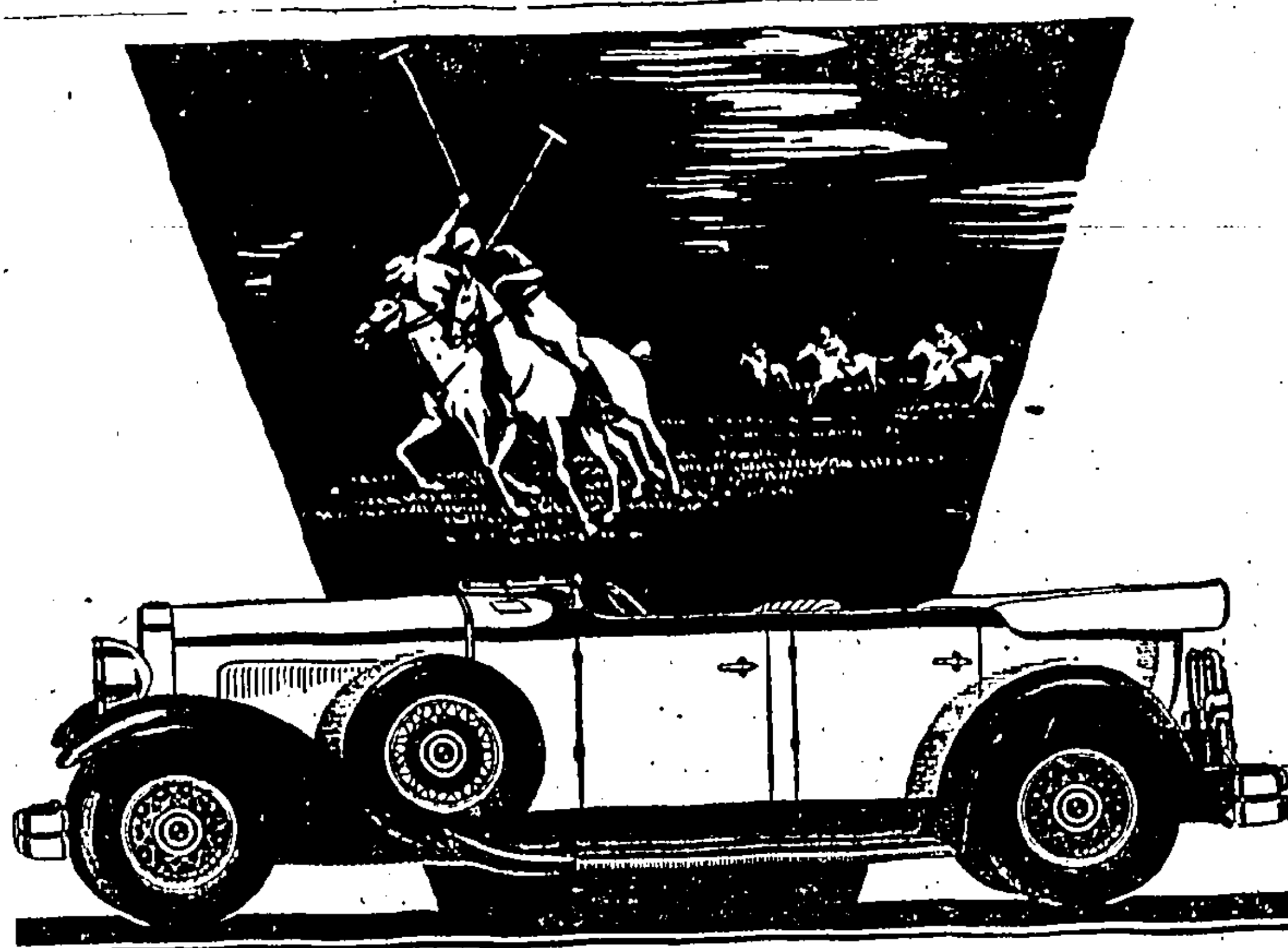
spent on alternative methods of travel and recreation says the Melbourne Herald.

One motorist who laid up his car, due to the popular cry of "stop motoring," found that he had actually expended nearly £3 in the month more than in the previous month when he was operating his car, and it was not possible to calculate in values his losses through waste of time.

Before laying up your car "for economy's sake," figure out whether the move actually will save money and remember that the average car carries five persons for the same cost as it carries one.

While laid up there is to be considered the interest on the capital cost of the car, continued market price depreciation while laid up, and the actual depreciation (deterioration) of tyres, the battery, and other parts.

Also the registration fees and insurance usually have been paid, and these represent lost money for the periods the car is laid up.



A CAR FOR SPORT—PRICED LOW

SPORTSMEN demand in motor cars the same qualities of alertness and responsiveness which characterize the action of a spirited polo pony.

In the new Nash Phaeton for five, illustrated above, this desire is wholly attainable. For here is an out-of-doors, top down touring car which is swift and sure-footed in densest traffic—quickly responsive to the driver's whim for a spontaneous burst of speed—yet instantly obedient to the slightest foot pressure on the 4-wheel brakes.

No car is more pleasurable to drive than

this new Nash Six. Its powerful high compression engine, its effortless gear shifting, its short turning radius and world's easiest steering provide a new motoring thrill—at a very low price.

Motorists marvel that a touring model of such pronounced quality can be purchased so low. And also that a car costing so little as this new Six can be so efficient and so highly satisfactory.

We shall be glad to arrange a trial run in this new Six that you may test the greatest motor car value ever offered to the motoring public by C. W. Nash.

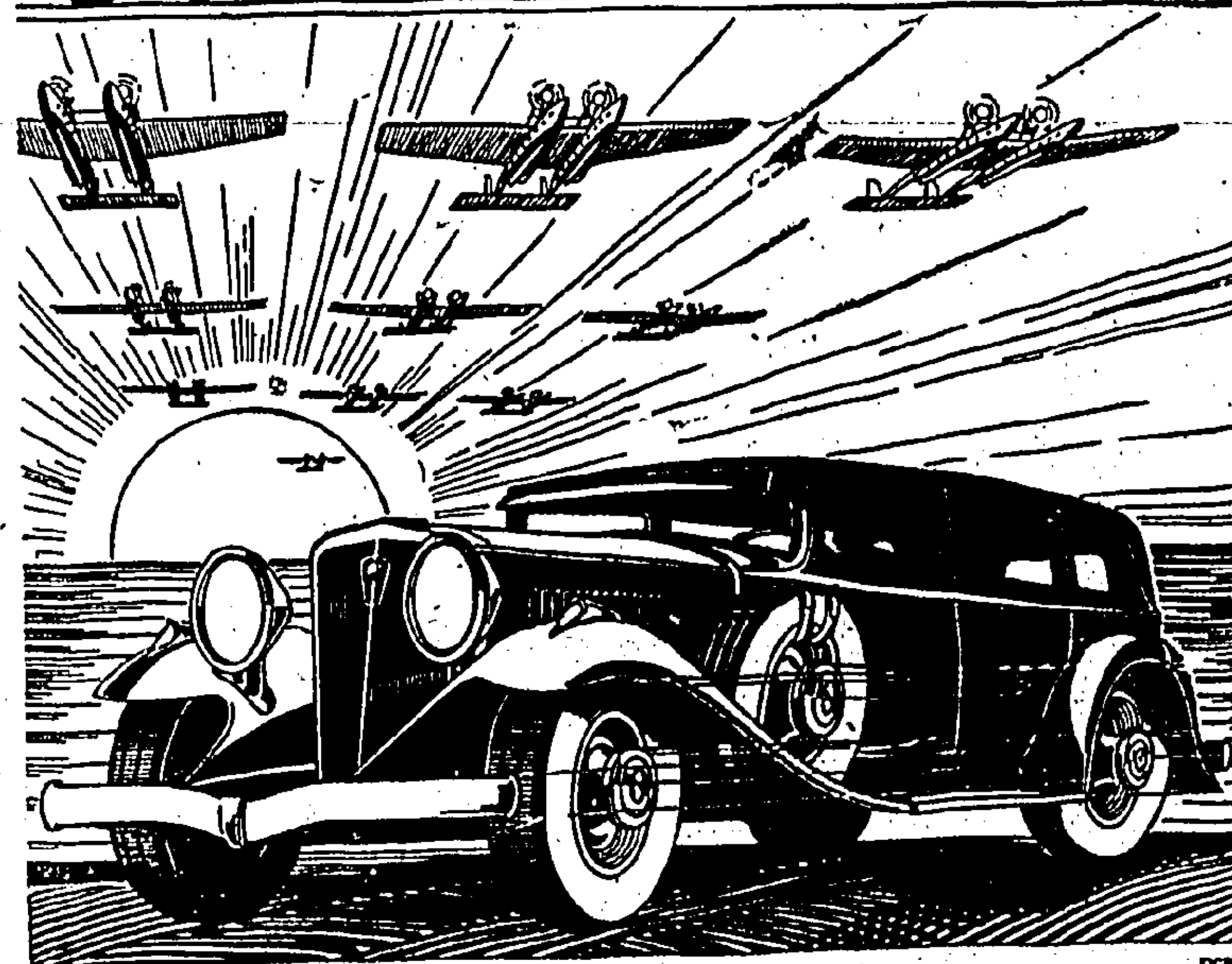
The Oriental Motor Co.

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FOR the first time in automobile history, Free Wheeling as perfected by Studebaker, releases car momentum from subjection to the engine that creates it and puts that momentum to work—enabling a car to travel 10,000 miles for every 8,000 miles of engine effort. Free Wheeling is more than a feature of these champion new Studebaker

Eights. It saves 12% to 20% in petrol and oil... simplifies gear changing... brings a new thrill to motoring. To possess first hand knowledge of Free Wheeling is to be informed of the greatest advance of the decade. Experience Studebaker Free Wheeling yourself today by test in traffic and on the highway.

THE HONG KONG HOTEL GARAGE

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The Hong Kong & Shanghai Hotels, Ltd.

(Incorporated in Hongkong)

HONGKONG LEGAL PROFESSION.

REMOVING AN INJUSTICE TO SCOTLAND.

LAW TO BE AMENDED.

The Gazette contains the draft of an Ordinance to amend the Legal Practitioners Ordinance, 1871.

It is explained that under section 21 of the principal Ordinance the court is empowered to approve, admit, and enrol such persons as have been admitted as attorneys, solicitors, or writers in one of the courts of London, Dublin or Edinburgh, or as proctors in any Ecclesiastical Court in England, to practise as solicitors in the court, and the expression "writer" is to be deemed to include "law agents" as defined in section 1 of the Act, 36 and 37 Victoria, chapter 63.

It is felt that the limitation to named cities is too restrictive. The rights and duties of Law Agents in Scotland are regulated by the Law Agents (Scotland) Acts, 1873 and 1891. The term "Law Agent" (equivalent to "solicitor in England") is defined by the former Act as "Law Agents, shall include Writers to the Signet, Solicitors in the Supreme Court, and every person entitled to practise as an Agent in a court of Law in Scotland."

The Secretary of State, in a recent circular Despatch (dated the 8th January, 1931) forwarding an extract from a memorandum of the Council of the Scottish Law Agents Society regarding admission to practise in the Colonies, states that he is sure that the intention is that the same privilege should be conferred upon solicitors in Scotland as upon solicitors in England, and that therefore the reference, so far as Scotland is concerned, should be "law agents admitted to practise in Scotland" and nothing more.

Section 21 of the principal Ordinance is amended accordingly and sections 22 and 23 are made uniform therewith.

Sections 2, 22 and 23A of the principal Ordinance are also amended so as to give The Incorporated Law Society of Hongkong its correct title.

PENALTY PAID.

FOREIGN LADY'S MURDERERS EXECUTED.

The murderers of Miss Dorothy Thompson who was killed on Keswick Road during October, 1928, were strangled last week, after final hearing in the Special District Court, at the Tsz Woo Ching Prison, Shanghai.

It will be recalled that Miss Thompson, at that time employed as a nurse in the Victoria Nursing Home, with her escort, Mr. Dudley Law, were promenading on Keswick Road in the twilight, when a gang of five men approached with intent to rob them. They covered Mr. Law, while Miss Thompson struggled to save her hand bag, whereupon the gang opened fire with no compunction whatever. Miss Thompson was riddled with bullets and died instantly. Mr. Law after some months in hospital, recovered and was sent home.

The police immediately threw out their nets, but for the time being had no result. Later they found trace of several members of the gang and those who were executed were arrested.

On appearing in the Special District Court the murderers, when asked if they had anything to say or letters to send, requested that they should be served the usual meal and after eating were despatched to the prison in "the large van."

Final sentence was passed by the prison magistrate, they admitting their crime. Within a minute they were fastened to the posts, wrists and ankles manacled, and within 10 minutes they were pronounced dead.

HARBOUR ADVISORY COMMITTEE.

NEW BODY TO REPLACE BOARD.

It is notified in the Gazette that His Excellency the Governor has appointed the following Committee to advise him in matters relating to the Harbour:

The Hon. Colonial Secretary (Chairman).
The Hon. Colonial Treasurer.
The Hon. Director of Public Works.
The Hon. Harbour Master.
The Hon. Mr. C. G. S. Mackie, Mr. Allan Cameron, Commander E. D. Brooke, R.N., Mr. T. N. Chau.
The Committee, which will be designated the Harbour Advisory Committee, is substituted for the Harbour Board created in 1920.

LOCAL RADIO.

CHURCH SERVICE RELAY SUNDAY MORNING.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:—
4.00-7.00 p.m. Chinese Programme.
7.00-11.30 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

7.00-7.22 p.m. Popular Talkie and Musical Comedy Tunes.
Orchestral-Song of The Soul (From "The Climax").
Victor Salon Orch. 22468.
Gems from "Follow Through."
Gems from "Hold Everything."
Victor Light Opera Group. 35970.
Gems from "Now Moon."

8.00 p.m. Weather Report, Local Time, etc.
7.22-8.16 p.m. Concert Items.
Song-Swiss Echo Song (Eckert).
Song-Lo Hero The Gentle Lark (Shakespeare-Bishop).
Marion Talley (Soprano). 6593.
Instrumental Quartet-Irish Cradle Song (Pochon).
Instrumental Quartet-Negro Spirituals (Arr. Pochon).
Flonazley Quartet. 6594.
Song-My Old Kentucky Home (Foster).
Song-Love's Old Sweet Song (Bingham and Molloy).
Amelia Galli-Curci (Soprano). 1412.
Violoncello Solo-Nocturne in E Flat (Chopin and Pochon).
Violoncello Solo-Prelude (Chopin and Sieveking).
Pablo Casals. 6589.
Song-Gunga Din (Kipling and Sprague).
Song-Boats (Kipling and Felman).
Reynold Warronrath (Baritone). 6583.
Violin Solo-Serenade in G Major (Arensky).
Violin Solo-Minuet in G (Beethoven).
Michela Elman. 1434.
8.16-8.57 p.m. Orchestral.
Spanish Dance (Granados).
Triana (Albeniz).
New Light Symphony Orchestra. 35977 and 35978.

Rustic Wedding Symphony (Scherzo).
Victor Concert Orchestra. 35983.
A Night in Venice (Strauss).
State Orchestra. 21085.
Caprice Viennoise (Kreisler).
Coppelia Ballet-Dance of the Automaton and Waltz (Delibes).
San Francisco Symphony Orch. 6586.
8.57-9.30 p.m. Operatic.
Song-Hamlet-Mad Scene (Thomas).
Amelia Galli-Curci (Soprano). 6562.
Song-Aida-Heavenly Aida (Verdi).
Bohème-Hulph's Narrative (Puccini).
Giovanni Martinelli (Tenor). 6596.
Orchestral-Tristan and Isolde (Wagner)-Prelude.
San Francisco Symphony Orch. 6585.
Song-Bohème-Aida (Puccini).
Song-Louise (Chapelier)-Ever Since The Day.
Lucresia Bori (Soprano). 6561.
9.30-11.30 p.m. Dance Programme.
Fox Trot-Happy Days are here Again. 22221.
Fox Trot-Lucky Me Loveable You. 22221.
Fox Trot-The Web of Love. 22141.
Fox Trot-I'm in Love With You. 22233.
Waltz-Shepherd's Serenade. 22233.
Fox Trot-Charming. 22493.
Fox Trot-What's The Use. 22493.
Fox Trot-I'd Like To Find The Guy That Wrote The Stein Song. 22610.
Fox Trot-What A Fool I've Been. 22610.
Fox Trot-I Hate Myself. 22595.
Waltz-When Your Hair Has Turned To Silver. 22595.
Fox Trot-My Temptation. 22292.
Fox Trot-Ten For Two. 22292.
Fox Trot-I Want To Be Happy. 22424.
Fox Trot-Anchors Aweigh. 22424.
Fox Trot-The Mug Song. 22613.
Waltz-Remember For The Moon. 22613.
Fox Trot-Really I Love You. 22453.
Fox Trot-Swingin' In A Hammock. 22453.
Fox Trot-Cheer Up. 22601.
Fox Trot-M. A. R. Y. O. U. 22601.
Fox Trot-Gypsy Dream Rose. 22259.
Waltz-A Bundle Of Old Love Letters. 22259.
Fox Trot-Should I? 22238.
Fox Trot-Harmonica Harry. 22238.
Fox Trot-The Man From The South. 22046.
Fox Trot-Takes You. 22046.
Fox Trot-Daddy, Won't You Please Come Home. 22370.
Waltz-It Happened In Monterey. 22370.
Fox Trot-The Song Of The Dawn. 21076.
Fox Trot-I'm Still Carling. 21076.
Fox Trot-I'm Just A Vagabond Lover. 22586.
Waltz-Don't Forget Me In Your Dreams. 22586.
Waltz-Tears. 22606.
Fox Trot-Just A Gigolo. 22606.
Fox Trot-I'm Alone Because I Love You. 22612.
Fox Trot-Say "Hello" To The Folks. 22612.
Fox Trot-Heartaches. 21010.
Waltz-When I Met You. 21010.
Waltz-Raguel. 11.30 p.m. Close Down.

11.30 p.m. Close Down.
SUNDAY'S PROGRAMME.
11.00-12.15 p.m. St. John's Cathedral Service.
12.15 p.m. Chinese Programme.
1.00 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
8.00-10.00 p.m. European Programme of Victor and H. M. V. Records kindly supplied by Messrs. S. Moutrie and Co.
8.00 p.m. Weather Report, Local Time, etc.
8.03-8.44 p.m. Concerto No. 2 in C Minor (Rachmaninoff).
Sergei Rachmaninoff with Leopold Stokowski and the Philadelphia Orchestra. M.58.
8.44-10.00 p.m.
Choral, Hail, Gladdening Light (Wood).
Choral, Angels Ever Loving (Tchaikovsky).
Choir of St. Paul's Cathedral. B.3103.
Song-Long, Long Ago (Thomas).
Song-Annio Laurie (William Douglas-Lady J. Scott).
Hulda Lashanska. 1226.
Pianoforte Solo-Nocturne A Ragazzo. Ignace Jan Paderowski. 6700.

TWO-HOUR BATTLE IN DOWNPOUR.

DETECTIVES RESCUE TWO BANDIT VICTIMS.

THRILLING AFFAIR.

Canton, Apr. 10. After spending five months in the hands of bandits, who were holding them to ransom, two students of the Nanking Middle School, Canton, were rescued two nights ago after a pitched battle between detectives and the kidnappers.

Two youths, Liang Sun-yo and Teal Yen-chuen, were captured in November last and it was only a few days ago that special investigations revealed their place of detention, an isolated group of huts at Wong Sha-kiang in the Pun-yue District.

The Commissioner of the Bureau of Public Safety ordered a raid upon the bandit lair, and a raiding party of detectives reached their objective at about three o'clock in the morning.

Warning of their approach had been given, but not soon enough to permit the bandits to escape with their captives. They decided to put up resistance, and a stubborn fight took place in a terrific downpour of rain, lasting for over two hours. There were nearly thirty bandits, all of them well armed, and the exchange of fire sounded almost like the rattle of machine-guns.

After two hours, the bandits were forced to abandon their stronghold, leaving their victims behind. The students were then escorted to Canton and handed over to their relatives.

—Our Own Correspondent.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$2050 su.
Chartered Bank, \$16½ n.
Merrillville A. and B., \$24 n.
East Asia \$118 b.

Insurance.
Canton Ins., \$1370 su.
Union Ins., \$850 su.
China Underwriters, \$4.35 b.
China Fire, \$525 b.
H. K. Fire Ins., \$1300 n.

Shipping.
Douglas, \$2½ s.
H. K. Steamboats, \$26 b.
Indo-China, (Def.) \$30 n.
Union Waterboats, \$35½ n.

Mining.
Benquets, \$9½ b.
Kilans, \$2 6.
Shai Explorations, Tls. 5½ s.
Rauba, \$38¾ n.
Venz: Goldfields \$3.80 su.

Docks, etc.
Kowloon Wharves, \$159 b.
Whampoa Docks, \$23½ n.
South China Moors \$10 n.
China Provident, \$5.20 su.
Hongkew, Tls. 282 b.
New Engineers, Tls. 6¼ b.
Shanghai Docks, Tls. 113 b.

Cottons.
Ewo Cotton Tls. 14¼ su.
Shai Cotton Tls. 10¾ n.
Zoonk Sings Tls. 11.60 n.

Lands, Hotels, etc.
H. and S. Hotels, \$14.40 b.
H. K. Land \$85 su.
Shai Land Tls. 42 s.
Humphreys, \$16½ s.
Realities, \$11.25 b.

Public Utilities.
Tramways, \$17.60 b.
Peak Trams, (old) \$14¼ s.
Star Ferries, \$91.50 n.
China Lights, (old) \$25 su.
H. K. Electric, \$78½ su.
Telephones, \$49 b.
China Buses, Tls. 18.20 n.
Singapore Traction, 5/6 n.

Industries.
China Sugars, 80 cts. n.
Malabons \$40 n.
Canton Ice, \$3.30 n.
Cements (Comb.) \$17¼ b.
Ropes, \$14 b.

Stores, etc.
Dairy Farms \$24½ b.
Watson, \$12.60 n.
Der A. Wings, \$21 n.
Lane Crawford, \$8½ s.
Mackintosh, \$20 n.
Sinceres, \$18¼ n.
Powers, \$2.85 n.

Miscellaneous.
Amusements, \$24¼ su.
Constructions, \$5 s.
Bque Ind. G. Bonds, \$68½ b.

Song-Two Grenadiers (Holne-Schumann).
Reginald Warronrath (Baritone). 6563.
Instrumental-Introduction and Allegro For Harp With Strings and Woodwind Accompaniment (Ravel).
Virtuoso String Quartet. 1162, 1663.
Chorus-Blessing Glory and Wisdom (Bach).
Westminster Abbey Choir. C1860.
Pianoforte Solo-Home Sweet Home (Thalberg).
Pianoforte Solo-Allice Where art Thou? (Ascher).
Song-God Will Take Care Of You (Martini).
Song-Beautiful Isle Of Somewhere (Pounds and Ferris).
Marion Talley (Soprano). 1248.
Pianoforte Solo-The Prophet Bird (Schumann).
Pianoforte Solo-By The Brookside (Stojowski).
Ignace Jan Paderowski. 1420.
10.00 p.m. Close Down.

CINEMA NOTES.

WM. HAINES' ROLE IN "REMOTE CONTROL."

Amos 'n' Andy, Floyd Gibbons, Walter Damrosch, Graham McNamee and other radio stars have nothing on William Haines as he appears in his latest Metro-Goldwyn-Mayer talkie, "Remote Control," opening to-morrow at the Queen's Theatre.

In the Metro-Goldwyn-Mayer production of the New York stage hit, Haines plays the role of an announcer and one-man staff of a defunct radio station, filling all the "nets" by himself and doubling for all performers on the programme.

From all reports, the new Haines vehicle supplies that "something different" which is the ingredient of all screen successes, being a combination of comedy and melodrama so that the audience finds itself in the unusual situation of laughing one moment and sitting on the edge of its seats another.

The plot revolves about a number of bank robberies which occur simultaneously with the nightly broadcast of a series of clairvoyant readings given by a mysterious Professor Kreuger. How Haines as the manager of the broadcasting station becomes involved in the crimes and subsequently traces them to the perpetrators makes up the extremely baffling story.

A clever cast supports the star, including Charles King, who sings the song hit of the production, "Just a Little Closer," Mary Doran, in the feminine lead; John Miljan, in his usual villainous capacity; Polly Moran as the doll expert on beauty talks; J. C. Nugent, Edward Nugent, Wilbur Mack, James Donlan, Edward Brophy, Warrner P. Richmond and Russell Hopton.

Raquel Torres in "Sea Bat".

The little Latin heroine of "White Shadows of the South Seas" and "The Bridge of San Luis Rey" gets another great big break! Raquel Torres, just eighteen, has had the most amazing time during the past three years. At the age of eighteen she was a student in a Los Angeles convent. Not the slightest thought of motion pictures had ever entered her head. Her father and mother intended that she should be but a true Spanish daughter of her home town, Hermosillo, Mexico.

But one day a leading lady was needed for "White Shadows of the South Seas." She must be dark, she must be pretty, she must be feminine. Two hundred girls were tested, and of them noted picture stars. None fitted. None were true to the character of the little South Seas girl, the sweetheart of Monte Blue.

As a last resort W. S. Van Dyke turned to the Mexican consul. This worthy remembered a sparkling beauty he had seen at convent school. Raquel Torres was called for, tested, and the next day she was in the part!

Since that time she has gone steadily up the cinema ladder, her work in "The Bridge of San Luis Rey" and "Tide of Empire" being particularly notable.

"But," she told an interviewer, recently, "Of all the pictures I have done I really think 'The Sea Bat' offers me the best opportunity. 'The part of Nina, daughter of the manager of a sponge-diving concession is much more dramatic than that of either 'White Shadows' or 'The Bridge of San Luis Rey'. It reaches its peak, of course, when Nina's lover is killed by a dreaded sea monster, the huge two-ton 'sea bat' Nina then offers herself as wife to any one of the three divers who will bring back the carcass of the monster. This situation is the one which starts the story off. I think you will agree it is a great chance for me."

"Morocco" at the Central.

Amid a blare of martial music and the waving of flags, Gary Cooper will swing on to the screen at the Central Theatre to-day in the greatest soldier role he has ever played. In "Morocco," Paramount's spectacular drama of the French Foreign Legion.

Not even in "Beau Sabreur" did Cooper attain to the colourful background which features "Morocco," and the brilliant action which makes every moment of this Josef von Sternberg picture a breath-taking experience. In "Morocco," the talking screen has found its voice of love, for with Cooper is seen that is romantic calling when Paramount brought from Germany to feature in this production, Mariene Dietrich.

"Morocco" is a love story, filmed on an epic scale, under the direction of Josef von Sternberg, whose rare combination of artistic and practical skill has proved his right, time again, to be listed with the greatest directors of all time. It is the story of a man and a woman; a man ruthless with love, a woman, a woman who has been a conqueror, a woman embittered of life, scorned all men.

Gary Cooper, happy-go-lucky soldier of fortune, a private in the French Foreign Legion, is a young man with an illustration which makes every play for the girl, beautiful Mariene Dietrich, a café singer, whose ravishing charm also interests a man-of-the-world, Adolphe Menjou.

"Follow Thru" at the King's.

There is much in "Follow Thru" screened at the King's Theatre last night, to bring it out of the ordinary run of musical romances. Its technical skill is clear and lacks the usual heavy effect, tinsel numbers run through the light plot, there is something new in all the spectacular scenes, the humour is of an entirely new brand, and a judiciously chosen cast is well directed throughout.

"Follow Thru" has got as a background there is just enough to please the enthusiast of the sport and little enough not to bore the layman. The plot is weaved round the romance, and incidental complications of the popular pair, Nancy Carroll and Buddy Rogers, while a new comedy team, Jack Haley and Zelma O'Neal, bring forth the laughs. The two principals always please, but it is the comedy that makes the film go. Haley, a stranger to the talking films, is a change from the old fun-maker, and there is a happy

DIVORCED WOMAN AND YOUTH.

COURT STORY OF MONEY AND INFATUATIONS.

JUDGE'S COMMENT.

Mr. John Reginald Hudson, of Grasmere, Stratford-on-Avon, who was sued at Westminster County Court by Paquin, Ltd., for £70 7s. 1d., was stated to be a young man who became infatuated with a woman about ten years his senior, Mrs. H. V. Ferguson, of West Horsley, on whom he had lavished money and for whom he gave an order to Paquin's for a fur-trimmed coat and beret hat.

Mrs. Ferguson said that she had divorced her first husband, married a second time and had been divorced by her second husband. Mr. Hudson, to whom she said, she was engaged for a time had spent about £200 on clothes for her.

Judge Sir Alfred Tobin—Had you not any delicacy about accepting gifts from a man to whom you had been engaged after you had broken off the engagement?—No; he had accepted my hospitality many times.

Mr. Hudson said that he had taken Mrs. Ferguson to his father's house at Christmas. His father in consequence of the relationship had threatened to cut him off and have nothing more to do with him. His father had allowed him £40 a week, but reduced it to about £15.

Judge Tobin: Did you meet her and lunch with her after that?

Mr. Hudson—Yes.
Judge Tobin—Why, if she was a "gold digger" and you were annoyed with her?—Because I happened to be very fond of the "gold digger."

"Very Weak."

Why put yourself in the way of temptation of the wheedling "gold digger" by inviting her to lunch?—I was very weak, as I have been the whole time.

Did you tell that you wanted to marry her?—I certainly did tell her that. She accepted me till my father said that he would cut me off and then she did not want me.

Judge Tobin said that in the words of olden days when people called a spade a spade Mrs. Ferguson was a "baggage" and in words of old books Mr. Hudson would have been called a "dirty cad," gone to the bad because of the absurd, egregious allowance which he said he had been receiving from his father. He was sorry that the plaintiffs should have had to embark on a litigation involving such shameful, disgraceful, disclosures as had been made in the case. He believed Mrs. Ferguson more than Mr. Hudson and relied upon plaintiffs' evidence, and gave judgment for them.

RUTHLESS WOMEN.

(Continued from Page 6.)

When used for gang work she is usually cast for the part of organizer or watcher and is useful to prepare the ground, pave the way, gather essential detail.

Weak Points.

A young and attractive maid, typist, clerk, companion may gain confidence easily and learn secrets, take impressions of keys, find out safe combinations.

The role of homeless outcast, begging a little warmth and shelter, has often been worked with marked success upon a sympathetic night watchman. He may become so interested that suspicious noises going on upstairs are not noticed, while she pitches a tale of woe embellished with a few tears and given in a quavering voice that suggests a hard world or a broken heart.

But woman has her weak points though she knows that often in her apparent weakness lies her strength in crime.

She is rather apt to leave tell-tale traces—a whiff of scent, a smear of powder, and the print of a finger-tip. Or she will leave the print of a small shoe where she should have worn a man's boot. Apart from common failings—often mere fallings into sudden irresistible temptations—women like scope and substantial results, and they are ruthless about their methods when they mean business.

absence of chestnuts from his lines. Coupled with him is the versatile Eugene Palette, who is as finished a comedian as he is a "heavy." Zola O'Neal adds the lively touch to the story. Among the others are Thelma Todd, Claude King and Albert Gran. The producers of "Follow Thru" have done well in restraining and curtailing most of the scenes, and they present something new in the way of massed ballet. The spectacular scene that accompanies the song hit "I want to be bad" is a triumph of photography.

A really interesting newswall supports "Follow Thru" which will be screened until Monday.

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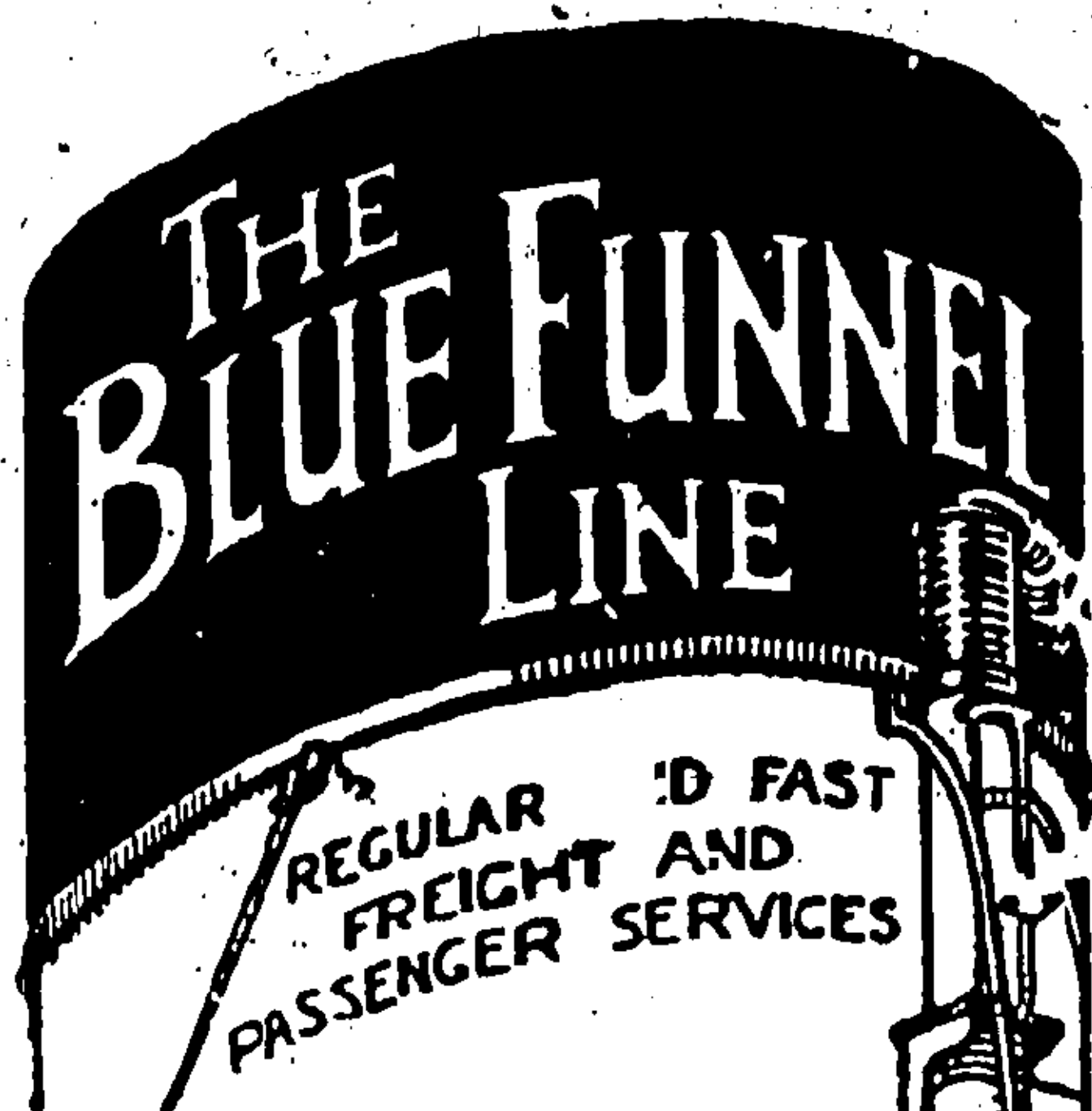
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NEW CHURCH AT KOWLOON.

OPENING OF THE UNION CHURCH.

The new Kowloon Union Church was opened yesterday afternoon, in the presence of a large gathering, the erection of this modern and roomy Church, which has fulfilled a great need, was rendered possible chiefly by a big gift made by the late Sir Paul Chater, and the amount which still has to be procured amounts to \$1,634.70.

His Excellency, who was accompanied by Lady Peel and Capt. T. A. H. Colman, A.D.C., were met on arrival by the presiding Minister, the Rev. J. Horace Johnston, after which those present sang two verses from Psalm 18. This concluded, His Excellency, together with Mr. D. Gow, walked up the steps to the front door of the new Church, which he opened with a golden key.

In presenting the key to His Excellency, Mr. Gow said: "Your Excellency, I am privileged on behalf of the minister, office bearers, and general body of the Kowloon Union Church to thank you for so honouring us by coming here this evening to open our new place of worship. We would also respectfully acknowledge the presence of Lady Peel."

I have also the honour to ask your Excellency's acceptance of the key with which you have opened the doors of this new Church as a memento of the occasion. The key is presented by Messrs. Leigh & Orange, architects, who are responsible for the design of this artistic and beautiful building, and who have very thoroughly supervised its construction throughout.

We are hoping that with this permanent, well appointed and comfortable place of worship, the Kowloon Union Church will enjoy a much wider support from Kowloon residents in the future. I now, Sir, have the pleasure to hand you this key.

Speech by His Excellency the Governor.

In accepting the key from Mr. Gow, His Excellency said:

Mr. Johnston, Mr. Gow, ladies and gentlemen, it gives me great pleasure to open to-day this new Union Church at Kowloon. I tender my sincere thanks for the key which has been presented to me as a memento of this happy occasion.

The history of the Union Church in Hongkong goes nearly as far back as the history of the British occupation here. I was greatly interested to read the other day that Dr. Legge was the founder and father of the Union Church in this Colony. As a boy I knew his nephew very well and on occasions heard the latter preach. This was some 45 years ago and I remember hearing then of Dr. or "Chinese" Legge as he was sometimes called. I never anticipated that I should one day be brought into direct contact with his work. He built the foundation of the Union Church more strong and lasting perhaps than he realised and he would be delighted to see the solid structures which have been erected on that foundation. The Union Church on the Island has long been a flourishing institution, but that here in Kowloon is of more recent growth and only started to reach solidity after the arrival of Mr. Johnston in 1923. It has passed through various vicissitudes but is now firmly established and this success is undoubtedly in a large measure due to Mr. Johnston's efforts. I understand that he is shortly leaving this Colony. He will have the satisfaction of knowing that he leaves

PRINCE CONCLUDES SPEECHMAKING.

THE OPPORTUNITIES IN SOUTH AMERICA.

Rio de Janeiro, Apr. 10.
 The Prince of Wales in his last speech on his South American tour, made at the Copacabana Hotel, said that he spoke "after a somewhat strenuous but intensely interesting and pleasant trip."

He dealt with the importance of reciprocity in trade, and the desirability of increased consumption of Brazilian products in Britain; and gave an assurance to the British communities of his intention to follow up their difficulties and problems after his return home.

He congratulated the British people everywhere abroad on their possession of great opportunities, particularly in South America, where progress and development were proceeding with such rapidity. Even the most acute economic crisis cannot check the advance of this country for long.—*Reuter's American Service.*

A notable monument that will always be associated with his name. The members owe a great debt of gratitude to the late Sir Paul Chater for his munificent gift of \$100,000 to the church, which has enabled this building to be erected.

One cannot but deplore that in the Christian religion there are so many divisions, sects and denominations many of which differ on what are really non-fundamental points, sometimes only in respect of church government. This is to be deprecated even more where the Christian community is small as is often the case in our Colonies. I was very glad therefore on coming to Hongkong to learn of the existence of a Union Church. "Unity is strength" is an old saying but a very true one and I feel sure that the Union Church here makes the influence of Christianity much stronger than would be the case if the members split up and tried to establish separate churches for the various denominations to which they belong. The Union Church has a very successful past history and in opening this building to-day I earnestly wish it at least as successful a future.

Dedication Service.
 After the Rev. J. Horace Johnston had invoked peace to the new Church, those present entered, singing "The Church's One Foundation." They were led by the choir, followed by the officiating ministers, His Excellency, officers of the Kowloon Residents' Association, and delegates from St. John's Cathedral, Kennedy Road Union Church, Wanchai Wesleyan Church, Caine Road Wesleyan (Chinese) Church, Hop Yat Church, St. Andrew's Church, local office bearers, congregation and friends.

The invocation and the Lord's prayer was said by the Rev. A. J. Mackenzie, M.A., C.F., after which the 100th psalm was sung. The Rev. W. Walton Rogers, M.A., read the scripture Lesson—Eph. 2, 12—22, this being followed by the singing of the hymn "Christ is our corner stone."

Then came the words of dedication and Prayer of Dedication by the Rev. J. C. Knight Anstey. A hymn of dedication followed. "Within these walls let holy peace," then came a sermon by the Rev. E. G. Powell, the Doxology and the Benediction, by the Very Rev. Dean A. Swann. The whole of the flooring of the Church has been carried out most effectively in Terrazzo marble work in green and white by Messrs. C. E. Warren and Co. Ltd.

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CHINESE BISHOPS. THREE MORE APPOINTED BY THE POPE.

Peking, Apr. 8.
The news has been received here from the "Vatican City" that two Chinese Catholic priests have been appointed bishops by His Holiness Pope Pius XI.

The Rt. Rev. Joseph Chow, at present Professor of Philosophy in the Great Seminary of Peking, is nominated Bishop of Pootungfu

(Hopen) and the Rt. Rev. Boniface Yeung (Mandarin: Yung) Auxiliary Bishop of Canton. Moreover a new Apostolic Prefecture has been erected in Lin-tung (Shantung) and trusted to the native clergy, under the jurisdiction of the Most Rev. Father Gaspar III, now elected Apostolic Prefect.

There are now fifteen Chinese Catholic prelates, ten bishops and five apostolic prefects. The six first Chinese bishops were consecrated in 1926, in the Basilica of St. Peter, by His Holiness Pope Pius XI.

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YESTERDAY'S UNION CHURCH OPENING.



H.E. the Governor speaking at the opening of the new Union Church in Kowloon last evening. (Photo: A. Fong).

SUNDAY CINEMA PERFORMANCES.

TEXT OF THE NEW BILL ISSUED.

London, Apr. 10.
The text is issued of a Bill to be introduced in the House of Commons by the Home Secretary, Mr. J. R. Clynes, before the Recess, to deal with the Sunday opening of places of entertainment.

The Bill provides for licences to be granted by County or Borough Councils in England, after consulting local feeling, to permit the Sunday opening of places for musical or cinema entertainments, exhibitions and public debates.

Licences will be granted on condition that the profits will be paid to charitable objects approved by the council and that the workers employed are not deprived of one day's rest in a week.

The Bill does not give permission for stage plays.

Legal actions arising out of 17th and 18th Century Sunday Observance Acts are to be recalled.—British Wireless.

BRITISH BROADCAST PROGRESS.

NEW REGIONAL STATION TO BE OPENED SOON.

London, Apr. 10.
The new North regional transmitting station of the British Broadcasting Corporation near Swathwaite, on the Yorkshire Moors, will shortly commence transmissions.

The opening of the new station, erected at a cost of £150,000, marks the progress of the Corporation's plan to provide alternative programmes for owners of smaller and less expensive receiving sets by a system of high-power regional transmitters.

The north regional station, which is built on the same lines as the North London Station at Brookman's Park, will serve a thickly populated industrial area. Besides taking a place in the general national scheme for alternative services, the regional programmes are representative of the cultural characteristics of each area, and the new station will be

NINE DAYS WONDER AIR TRIP.

(Continued from Page 1.)

acrobate for his own personal use, and he flew to Australia more with the object of saving time and passage money than to smash the record, though he thought he might as well make the attempt on Air-Commodore Kingsford Smith's wonderful time while he was about it.

At one time, Mr. Scott was in the Royal Air Force and he won the heavyweight and lightweight boxing championships of the Air Service. He is 6ft. 1in. in height.

called on to interpret a part of England which, as "the North," is proud of its great Universities, world-famous orchestras and choirs, its native drama and literature, and its rich civic and industrial life.

Another regional station at Falkirk, in Scotland, is in course of erection.—British Wireless.

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Patrons are requested to call for reserved seats fifteen minutes before commencement of performance. No reservations can be guaranteed after that hour.

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She danced into the hearts of men, this passion flower of the South Sea!

For her favours men risked their lives against monsters of the deep, and fought to the death against each other.

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